A HISTORICAL SKETCH

OF

INDIANA

TERRE HAUTE, IND.,

ITS ADVANTAGES FOR MANUFACTURE,

AND

ATTRACTIONS AS A HOME.

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By LOREN HASSAM.

TERRE HAUTE, IND.:
GAZETTE JOB ROOMS—L. M. ROSE & CO., PROP'RS.
1873.

TERRE HAUTE, FEB. 24, 1873.

MR. L. HASSAM:

Dear Sir:—We have examined the advance sheets of your Historical Sketch of Terre Haute, its Attractions and Advantages, &c., and find the same to be valuable, as they are accurate and interesting. To the young men of the city, and to the new settlers here, it will be a short and easy method of learning the early history of our young city, and must prove on every account, a very desirable publication. We cheerfully recommend it to the citizens at large.

THOS. DOWLING,
HARRY ROSS,
LUCIUS RYCE,
S. H. POTTER,
D. N. FOSTER.

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PREFACE.

In the preparation of a historical sketch of Terre Haute, it will be possible
only point out the out-croppings of history; the land-marks of former
nes, together with the attractions and advantages of our city. In order
bring this work within a convenient size for maleable purposes, we have
en compelled to touch lightly upon each subject. In doing so, we have
deavored to faithfully record a few facts and figures, and present them
a form which may meet the approval of the public. Still we are well
are of the imperfections of this little volume, knowing that it *must* un-
rgo a certain amount of criticism. But let me say to those who (perhaps
m habit) would most criticise this work, that if they will produce a sim-
r work of *superior merit*, they will find none taking a greater interest in
circulation, or more willing to acknowledge their superior ability than
writer of this article. Before I conclude I may be permitted to express
thanks to the city of Terre Haute, to the County of Vigo, and her lead-
citizens, many of whom have taken an unusual interest in this enter-
se, furnishing information, material aid, and otherwise assisting the
thor in its publication. To these gentlemen, for these repeated courtesies,
m under many obligations. They may rest assured that their favors are
preciated by the

AUTHOR.

INTRODUCTORY HISTORICAL SKETCH.

The first white men who explored this region of country were M. Joliet and James Marquette, Jesuit missionaries from New France (Canada). They visited the southern shores of the great northern lakes for the purpose of communicating a knowledge of Christanity to the Indians. Their course was from Green Bay to the Wisconsin River, down the same until they entered the Mississippi. They entered the latter stream July 17, 1673, following the course of the Mississippi until they passed below the mouth of the Ohio, where the Indians were disposed to be hostile, which caused them to return. On their way up they were told that if they entered the mouth of the Illinois and followed the course of that stream, that the distance to the lakes would be much shorter. Profiting by this advice, the party in due time reached Lake Michigan, at a point near where Chicago now stands. They returned to their friends and reported in glowing colors their great discoveries, which, upon a second trip, induced many to follow for the purpose of colonization. It was considered and claimed by right of discovery that this whole expanse of country through which they had passed, adding thereunto the wilds of the West, to the Pacific Ocean, South, to the borders of Mexico, and East, to the banks of the Ohio, was subject to the flag, laws, dictation and government of France.

Colonization was encouraged and protected, as far as possible, by France for nearly a century. Villages and fortified posts sprung up in various parts of the country; civilization seemed to gain a sure footing for a while, but this advancement was destined to be soon checked by the stoppage of emigration, consequent upon the breaking out of hostilities between France and England. Following this the respective colonies of the West took up arms against each other; a desultory war followed, with various successes, until 1765, when the fall of Quebec completed the British conquest of Canada, (or New France), and by the treaty which followed the whole of the territory of New France was ceeded to the British. Nearly a quarter of a century elapsed before an attempt was made to organize a government over the territory of the United States, commonly termed the North-west. In the year 1763, the territory now forming the State of Indiana was inhabited by less than 2000 white people. Twelve years later, the war for independence broke out, (April 9th, 1775),

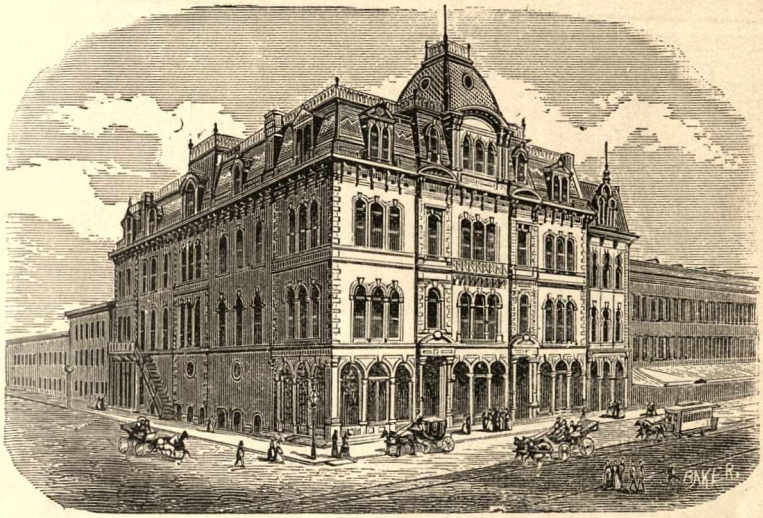
with its attendant hardships. While the forces of the colonies were engaged in defense of the sea-board cities, the British outposts of the West had been apparently overlooked, and for a while remained undisturbed, until 1778, when it was discovered that these post were supplying the Indians with munitions of war, who had risen in hostility against the colonies. It was resolved by the Governor and Council of Virginia (as the general government was not able to spare a man from the sea-board) to immediately send a force sufficient to clear up this gathering storm in the West. Colonel George B. Clark, of Virginia, volunteered to conduct an expedition to the West, and if possible to dislodge the enemy. Accordingly, after long marches, and the privations consequent in traversing a comparatively unexplored country, Kaskashia and Fort George were reached on the 10th of July, and were soon captured without the loss of a man. The chagrin of the Governor was complete when he found himself a prisoner in the hands of a small body of Virginia militia, without the privilege of firing a gun in honor of the old flag of his country. He then and there refused to acknowledge his capitulation, and to the great merriment of the soldiery, expressed a desire to *fight* single-handed coatless, hatless, bootless, without arms or hope of reinforcements, the whole force of the Virginia militia, which valiant offer was not accepted. Soon after, Colonel Clark ordered an advance in the direction of Fort Vincent, (now Vincennes) situated within the Valley of the Wabash, on the river. Though it was considered merely a fortified post, there proved to be a considerable of a town, inhabited principally by the descendents of its early white settlers, (the French;) there were at the fort about eighty-five British troops. The fort was attacked on the morning of February 24th, 1779, and taken by assault, resulting in the capture of seventy-nine regulars, with Governor Hamilton. The worth of property captured was estimated at one hundred thousands pounds sterling, which at that critical moment was no inconsiderable amount in aid of a people engaged in a death struggle with a powerful foe. It was an early beacon star from the Wabash Valley to the millions of the Atlantic States, to encourage them in the great struggle for freedom. An act was passed by the law-making powers of Virginia in October, 1778, to establish the County of Illinois. It embraced "all that part of Virginia west of the Ohio river," embracing the territory out of which was subsequently created the States of Ohio, Indiana, Illinois and Michigan. In 1781 Virginia ceeded this territory to the general government, by an act dated September 13th, 1783. Congress accepted the gift and bound herself by the terms thereof. The deed of transfer was executed March the 1st, 1784, and signed by Thomas Jefferson. July the 13th, 1787, Congress passed an ordiance for the establishment of a civil government

over the north-western territory. General Arthur St. Clair a short time thereafter appeared at Marietta, Ohio, and put the machinery of the new government in motion. The first legislative body met at what is now Cincinnati, September 16th, 1789. On the 3d of October, General William H. Harrison was elected as a delegate to Congress.

The territory of Ohio was organized May 7th, 1800. Ohio was provided with a territorial government soon after, and in 1802 was admitted into the Union as a State, with the seat of government at Chillicothe, (now Columbus.)

The territory of Indiana was organized in 1802. The territorial government of Indiana was organized, with William Henry Harrison as Governor.

In 1803 the first legislature of the territory assembled at Vincennes, Illinois, then being a part of the Indiana territory. The County of St. Clair (now of Illinois) sent three representatives. Vincennes continued to be the seat of government until 1816, when Indiana was admitted as one of the number of the United States of America, with the rights and immunities of a free and independent sovereign State, and well has she guarded the prize. Through adversity as well as prosperity, she has conducted herself with dignity, honor and patriotism; yes, all will join with me in saying that to-day the fair fame of our noble young State stands without a stain, though sorely tried during the late civil war, which at times rushed over her borders, and threatened to annihilate her institutions, while her brave sons were in other States, nobly defending the liberties of the nation. Let their names be written in gold for they bled upon every battle field.



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OPERA HOUSE.

The Opera House was built in 1870, by a Joint Stock Company, at a cost of $180,000. It is situated on Main street, near the center of the city, and is conceded to be one of the finest buildings of the kind in the West. It is finished throughout complete, and is the crowning ornament of our city. It is no less grand in dimensions than in architectural beauty, it being eighty feet by one hundred and fifty. The auditory has a capacity of seating fourteen hundred people; adorned and furnished in the most superb style. The stage alone, with its canvass, cost not less than twenty-five thousand dollars. The seats of the auditory facing the stage are sufficiently inclined toward the Stage to enable all to obtain a correct view, and are circular in form; there are two galleries, also circular. The building is heated throughout by steam, using forty-five tons of pipe, at a cost of ten thousand dollars. It is used for popular gathering of the citizens, as well as for public amusement, and is the pride of Terre Haute.

TERRE HAUTE.

HISTORICAL SKETCH OF THE CITY.

The original location of a town called Terre Haute was about three miles south of its present location. The early French traders who gathered at Vincennes, found it to their interests to remove farther up the river, consequently they first settled at the above named place, then an Indian town on the east bank of the river.

A better acquaintance with the surrounding country soon convinced them that there was a spot farther up the river better adapted for the purposes of locating a town; consequently the present site was chosen.

Nor could a site throughout the whole valley have been found to supply the frugal wants of pioneer life, superior to the last one chosen. There was then a belt of heavy forest trees covering the most of the plateau upon which the city now stands bordered to the east and north by Fort Harrison prairie. The site is a beautiful one, being full sixty feet above the river, sloping in every direction, so as to admit of easy drainage, rendering artificial sewerage unnecessary. The soil being composed of a gravelly loam, we are not subject to floods or mud, the latter of which is prevalent in most cities in the west, and renders out-door occupations disagreeable in the extreme at certain seasons of the year. The name "Terre Haute" signifies high ground, being considerably above the surrounding country. The river borders the west of the city, being at our feet it may be made available for supplying the best and purest of water, (for which purpose the city has commenced works, which will be completed as soon as practicable.) The river makes a graceful curve both above and below the city limits, as if to bid the early settlers welcome to a pioneer home upon its banks, then gliding on to the Mississippi. Though its bounds impede our expansion on the west, still we could not do without this arm of the father of waters; it is a relic of the past, being as old as the hills and prairies which on each side enclose it. To it do we owe the location of our town, being navigable at certain seasons of the year, for the flat boats which used to be used by a company styled the "Terre Haute," which was organized at Vincennes, about the year of 1795, for trading purposes. In those

early times the river was extensively used for commercial purposes, giving an outlet to foreign markets by way of the Mississippi. With our present easy communication by rail, this river navigation in a degree, has become impracticable.

To the westward, across the river beyond the bottom lands for some distance, the country is rather broken, covered with heavy forest trees of various kinds of woods, useful in supplying the wants of our manufacturers, as well as fuel for the inhabitants.

The town was organized in 1816. One of the inducements to those of other sections to settle here, was its being located on the line of the great National Road; a stupendous scheme in its day. It was projected by Henry Clay, who, in eloquent terms, portrayed the benefits to be derived from this great work. This with other inducements as to its location, gave to this place a prospective importance not possessed by any other section in the valley of the Wabash.

Still, however, like most other towns of the West, progress was slow. At the end of thirty-five years from its organization (1851) the population numbered scarcely 4,000. Something was necessary to infuse new life into the town.

RAIL ROAD DEVELOPMENT.

In 1851 a company was formed, whose officers were composed of our citizens, to build a Railroad to Indianapolis. The present Terre Haute & Indianapolis R. R. was the result. Completed in 1852, and subsequently extended to St. Louis (a distance of 165 miles) by connecting with the St. Louis, Vandalia & Terre Haute R. R., fixing Terre Haute as an important point on one of the great thoroughfares of commerce between the sea-board and the Mississippi river, at the same time rendering tributary the vast deposits of mineral wealth of Clay county to different markets along its line.

Next, in 1854, came the Evansville & Crawfordsvile R. R., connecting Terre Haute with the Ohio river and the South, as well as many thriving inland towns along its route.

Next, in 1864, came the St. Louis, Alton & Terre Haute R. R. line, since extended to Indianapolis, and name changed to Indianapolis & St. Louis R. R.

Next, the St. Louis & Vandalia short line was completed, 1870, thereby connecting by almost a direct line, Terre Haute with St. Louis.

Next, in 1871, the Paris & Decatur road was completed, connecting Terre Haute with Central Illinois.

Next, the Logansport, Crawfordsville & Southwestern Railway was completed in 1872, opening up the north-eastern part of the State, traversing the northern out-croppings of the great mineral deposits of block coal, &c.

Next, in 1872, the Cincinnati & Terre Haute Railroad, connecting us with Cincinnati by a short and direct route; which road is now com-

pleted as far as Bessemer, and in process of construction from Bessemer eastward, giving us almost an air line to Cincinnati.

Next, in 1872, the Terre Hante & South-western, to terminate near Iron Mountain, Mo., giving us cheap transportation of ores for our blast furnaces; which road is now being built with fair prospects of being completed in two years.

In 1871, the Evansville, Terre Haute & Chicago road was completed, giving us direct communication with Chicago, over which, much Lake Superior iron ore passes, supplying our furnaces with that superior article, at the same time giving us easy communication with northern Illinois and the north-west.

Thus after a careful perusal of the above facts and figures, it may not be surprising to our western citizens that Terre Haute has advanced in point of numbers, from 4,000 in 1851, to 25,000 in 1873. In a period of 22 years she has gained *twenty-one thousand.* Twenty-one years ago the stumps were hardly decayed in our principal streets, while the town previous to 1851, for thirty years, had gained but 4,000 inhabitants. Mark the contrast; to-day she stands on the banks of the river asserting her claim to be one of the foremost cities of the West. Still we have reason to believe that Terre Haute is in her infancy.

To-day the future looks much more bright, than ten years ago. Our proximity to the block coal has given business an impetus and an advantage over rival cities of Indiana.

We do not ask in vain to know of the causes of our rapid growth. It has been so recently that many now living, can answer, being eye witneesses to those changes. Block after block arises from the ground, and year by year the corporate limits are extended. This has become so common that it elicits hardly a passing comment. It is expected that this shall be; consequently, each day our expectations are being realized.

TERRE HAUTE.

ITS ATTRACTIONS AS A HOME.

The site upon which Terre Haute now stands was selected by its original founders, as a spot the most eligable and beautiful of any within this valley; though it was then covered with hazel brush and large forest trees. The scenery on either side of the forest must have been truly beautiful. On the west, the river gracefully winding its way through the valley with abrupt bluffs on the east; the woodlands covering the distant hills to the westward; the tall sycamores, giants of the valley, thickly covering the bottom lands along the western margin of the waters, and the setting sun to add enchantment to beauty. On the east, Harrison's Prairie, stretching far out to the eastward, north and south, with trees and brush-wood on the margin of the small streams and marshes.

But how is this scenery to-day, after a lapse of sixty years. We answer: "changed," in point of architectural enterprise and grandeur. In place of the creative fancy of an imaginary adventurer, who might then have peopled the site in his mind's eye, to be in some future day, far distant, equal to the one which he left in the Old World, which was the sturdy growth of centuries, a beautiful city has sprung up, containing 25,000 inhabitants, still many of the old land-marks are left. Some of the old oaks keeping pace in their growth with centuries of the past, are untouched by the axe. The everlasting hills and vallies are still to be seen, many of them laid bare by the husbandman. Our grand old river, the Wabash, which we could not do without, is the Wabash still, still gracefully moving on with its waters, as it has perhaps, for a hundred centuries. It is indeed strange to realize, that within so short a space of time, Terre Haute was born and has since learned to stand beside in enterprise, if not in numbers, any of the proud cities of the land. No longer upon this site is the woodman's ax heard to re-echo through the forest. No longer does the wolf and the jackal hold high carnival "by moonlight alone." No longer does the Indian rest upon the banks of the Wabash, or refresh himself in its cool waters. But all is changed. The industry of an intelligent people has built up a city abounding in the arts and sciences,

bearing the name of our home, and has the sobriquet of "Prarie City." Now in place of the old sturdy oak of a hundred centuries, we have beauty and grandeur combined, looking down upon the Wabash at our feet. Where is the citizen whose heart does not swell with pride as the stranger, while passing along our thoroughfares, points and says, there sits Terre Haute, the Prairie City of the West. He instantly answers within his own mind, "yes! the gem of the Wabash Valley." Though a great city has grown up here, the woodbine, grapevines and flowers flourish as of yore, yet not in their wild primitiveness; they are now nourished with tender care and loving hands, the vines clinging delicately to the lattice-work, and other adornments, in place of the forest tree; the flowers adorning windows and pleasure walks.

The elm, maple and evergreen have taken the place of the wild plumb, hazle bush, and thorn; grand piles of architecture the place of the rude hut; the intelligent white man the place of the wild and untutored Indian. Brains and sinews have wrought this change. Though many of us live in luxury, we love the history of the past. We talk of it, not as does the citizen of the old world, the origin of whose hamlets are clothed in mystic legends of the old poets and historians, for ours is within the memory of many now living, who have lived long enough to more than realize their most sanguine expectations, and by whose aid many of our finest structures have risen from their foundations. Bordering the city limits on the north is located the City Cemetery, not far from the bluffs of the river. There could be no more of a befitting place selected as a resting place for the dead, it being full sixty feet above the river; is dry and clean, systematically laid out, and finely adorned by sculptured monuments, and trees, flowers, &c. Truly a fitting resort to spend a leasure hour from the busy city, among the remains of friends and loved ones who have gone hence forever.

The Normal School Building, on north Sixth street, is one of our ornaments as well as an attraction, a part of which building is set apart for the public school of the Fifth Ward. The remainder is used as a State Normal School, and is sustained in part by the State. [Our school system will be enlarged upon in another part of this work.]

It may be considered that the Opera House is also one of the attractions of the city; an elegant structure built at a cost of $180,000, where amusements of all kinds are in order, and in this season are well patronized.

Our many communications by rail cannot be lost sight of while speaking of our attractions. They are among our chief features, rendering pleasure excursions, both common and convenient. These facilities, however, will be treated more largely in another portion of this work.

LOCATION AND GROUNDS OF THE CITY.

The ground upon which this city now stands, was surveyed, and the town plat laid out, by a company styled the "Terre Hute," who were early French traders of the valley, and which name signifies "high ground"—in 1816. But this was not the first selection; the first selection was about three miles South of the present site, which seems not to have been favored as profusely with nature's beauties as grounds farther up the river (the present site) and again, a proposition came from a small settlement near Fort Harrison, about six miles above the present site. But farther and apparently well founded objections were made to that locality. Finally the company mounted the bluffs of the river at this point, and while viewing the surroundings, no doubt, were charmed by the beauties of the scenery, which determined them to "build up a great city."

As yet it was a mere city *on paper*, located on the margin of Fort Harrison prairie on the one side, and river on the other, (hence the name of "Prairie City") with rivals both above and below, whose claims for preference was not to be ignored. Vincennes on the South and LaFayette on the North bid heavily for an undue portion of the river trade, (the river as far as the latter place being navigable at certain seasons of the year.) Aside from those other minor towns, who in their zeal of rivalship, were absorbed to a degree by the above named places, and their "cities were not."

In 1818, Vigo county was organized, and Terre Haute chosen as the county-seat. Upon this event, the future city was no longer in doubt. The enterprise of her citizens and splendid location, attracted the attention of capitalists, still the growth of the town down to the time of 1850, was not rapid though healthy.

About this time coal was discovered in abundance, in close proximity to the city, together with valuable beds of iron ore. The surrounding country began to be more fully developed in an agricultural point of view. The wholesale trade began to assume a higher standard. Railroads were projected and built, making this city an objective point. The Erie Canal passed through on its way to Evansville. Minor towns looked to Terre Haute for commodities in the commercial line. Manufactures began to be well established, and encouraged by a liberal patronage from the country trade. Emigration poured in here from the East, and to-day we have a city with as fair prospects for the future, as any upon this continent. To-day our population numbers not far from 25,000. To-day our communications are complete and in good running order.

There is no city sufficiently near us to in the least harm our domestic trade, or materially impair our

jobbing business. LaFayette is 75 miles to the north-east, Indianapolis 73 miles to the East and Evansville 115 miles to the South, with landscapes diversified by prairie, and woodlands intervening, being rapidly brought under cultivation, whose inhabitants, many of them, must necessarily look to Terre Haute for supplies of merchandise, &c.

BIRDS EYE VIEW OF THE CITY AND SURROUDINNGS.

"It is said that La Fayette is a gem set among the hills." Be this so. Terre Haute is no less a beacon star set *upon* the hills. "The smoke of her factories by day, and the light of her furnaces by night—the pillar and the cloud—show where she leads the way." The "hill" upon which the city stands, is not as much elevated from the surrounding couutry as might be supposed, yet sixty feet above the river makes an elevation sufficient for all practical purposes. Standing upon the banks of the river on the west, there is the graceful and beautiful river at your feet, bending from the westward above, and gently curving to the westward below the city limits, lined on the west bank with tall sycamours with his huge broad arms, stretching far over the placid waters. Far to the west, adorning the hills, are the maple, the beach and oak, looking as wild and picturesque as when the traveler first bathed his brow and drank of the clear waters at your feet. The approaches to the uplands in many places have the appearance of rugged hills, intervened with deep cuts and wide ravines, caused by streams of water, constantly flowing from springs on the uplands.

The surrounding country to the east, north and south, is generally undulating, or what is more commonly termed "rolling prairie." The city itself is beautiful and grand, streets regular and clean, with a profusion of shade, adding to beauty and comfort. In the business part of the city the buildings are superb, and closely compact, giving the appearance of a century's growth. We are assured that none of our sister cities of the East, bearing the accumulated wealth of a century, can boast of finer architecture. The churches rear their tall minerets far above the city, pointing heavenward, reminding us of "eternal destiny. Their graceful forms may be seen far out on the prairie, giving the traveler by day his first intimation of his near approach to the city on the hill, and by night he may be guided by the light of our furnaces. Near the centre of the city is a large and spacious park, covering about eight acres, embellished by shade trees, and designed to be the site for the erection of a Court House. The soil is rich and composed of a grav-

elly loam, which precludes the necessity of artificial dreanage, and renders the streets passable and clean at all seasons of the year.

CAUSES OF HER SUPERIORITY.

1st. The climate is salubrious, situated midway between the extreme heat of the South, and the colder latitudes of the North.

2d. We are surrounded by one of the finest agricultural districts of the world, consequently the material to nourish the inner man can be had at cheap rates, and in great abundance at our very doors.

3d. The mineral wealth all around and under us is deposited in sufficient quantities to supply the western States for a century, consisting of iron ores, block coal, bituminous coal, &c., needing only capital and labor to supply the West with a superior quality of iron and steel at reduced rates, and at great profits to the producer. Several blast furnacss are already in operation, while others are in course of erection.

4th. Our various manufacturing establishments, comprising thirty-one different firms, and branches of manufacture employing their hundreds of skilled workmen, causing a steady flow of wealth to this city, in exchange for the superior articles produced.

5th. As a central point of communication, having facilities surpassed by but very few cities of the United States. Having Railroads radiating to every point of the compass, and others being completed; with competing lines, rendering the transportation of freights, &c., *a competing business.*

6th. A large wholesale and jobbing business is well established, supplying the greater portion of smaller towns within fifty miles; with many of the necessities of life, together with luxuries of every description. Thus with an inland commerce well established, together with manufacturing establishments running their full capacity (many of them day and night), and with the surrounding agricultural and mineral wealth, we have no farther cause to doubt the present foundation for a great city.

INHABITANTS.

The first settlers of Terre Haute were mostly composed of French traders, who followed the course of the river for the purpose of traffic with the Indians, in furs, &c. People of southern origin, together with the hardy and well-to-do New Englander, next made their appearance, bringing their household effects, as well as customs with them. Next, along with public improvement, came the Irish as a laboring class, following in the wake of the canal and the newly constructed railroad. Next, when trade drew on its gloves and began to assume a lively aspect, came the German and his cousin, the Jew, each, no less than all new comers, intent upon seeking *his* particular

fortune in the new field of enterprise, and also there is a small class of colored people intermixed.

We are pleased to say that the gentlemen of southern birth New England's hardy sons, those of Celtic and Teutonic origin, "Abraham's children," and those of "Afric's sunny clime," are all harmoniously blended and are patriotic citizens of Terre Haute. Notwithstanding the representatives of different nationalities, the customs and general appearances is truly American. Though the Jew declares that the pure blood of Abraham runs within his veins, still he proclaims that he has the honor of being an American citizen, and is no less interested in the general welfare of the city, State and nation, than those who may boast a long line of ancestry, born and bred under the stars and stripes of the nation.

The distribution of property being more equal than in most cities, gives a certain air of independence to the masses not noticeable elsewhere. True, there are some few whose wealth may reach well on to a million of dollars, and one or two whose monied effects will overreach a million. But happily for the city, these gentlemen know well how to use their monied influence, (to a degree, at least) in favor of Terre Haute.

SOCIAL CIRCLE.

The rules of good society are well established, embracing all of those we may hope, whose moral record will entitle them to respect. We are pleased to state, though there are many nationalities represented among us, that there is not that prejudice engendered on this account that is often met with in othere sections, but a unity of purpose and general kindness and respect, is shown to each other, bearing in mind no doubt, that we are all members of the same community, having a personal interest in the welfare and prosperity of all. True, there are some, as in all other sections, who, through perverted minds, or selfish motives, consider themselves individually *too* high above the masses to be agreeable. Sorry that we have them, for we shall never be able to get a Warrior, Statesman, or an able Jurist from this class, nor a Florence Nightengale, a Josephine, Bonaparte or a Harriet Beacher Stowe, or good mothers from those toys of humanity whose vanity would make of them "vanity fair." We look forward, hoping that maturer years may teach them the ways of wisdom.

MORALITY.

The moral character of our citizens is at least equal to that of any other city, where an equal amount of business is done. We are well aware that prosperity has brought with it its attendant evils. There is constantly among us a large class of transient people, who sometimes do step over the bounds of morality and rectitude, as well as a few of our own citizens, but our laws and ordinances have proved sufficient to mete out justice to

the delinquent and always protect the law-abiding citizen from insult or dishonor. Mob violence is as much a stranger in Terre Haute as an Irish Republic would be upon the Emerald Isle.

EXCURSION PARTIES.

Excursion parties are numerous in their season. The many pleasant groves surrounding our city, clothed in natures beauty, are well appreciated by our citizens. These pleasure trips are generally well patronized The excursionists seem to know how to enjoy a pleasant "tur-nout," conducted by vocal and instrumental music, with the delicacies of the season added.

FRUIT.

Fruit is abundant. There appears to be no locality in the West (save that of California) more adapted to its culture. The choicest varieties flourish as if in their native home. There is no better grape country in the world, having a soil peculiarly adapted to their culture. We have a good market for it, and is generally well supplied.

WATER WORKS.

The much needed and long talked of Water Works are being constructed, at a cost of about $250,000 when completed. They will add greatly to the attractions and conveniences of the city. It is the design that sufficient force be attained to throw the water to the upper stories of our highest buildings, as we have pure clear water in great abundance, furnished by the Wabash, almost at our feet. The cost of the proper construction of these works will be far less than in many other cities. We are in hopes that these much needed works will be completed during the present year. Judging by the present energy recently infused into the enterprise, we are in hopes ere long to do away with the present *cistern* means of supplying our engines, in case of fire, and also (to an extent) the wells on the corners of our public streets. Though the water is the best that may be found, they are necessarially deep and water hard to obtain. The works are to be constructed on the Holly plan.

TERRE HAUTE GAS LIGHT COMPANY.

To say that our present gas light conveniences are complete, would be simply misrepresenting the facts, which I do not intend to do in these pages. It is believed, however, that the company are doing all that lies within their power to supply the wants of this community, by constructing new works, &c., which are now in process of completion. There are about 1000 consumers. Possibly, it may be with the gas works, in trying to supply her thousand burners, as it was with the hen that covered a thousand eggs. Her motherly instinct and love of progeny prompted her to cover them *all*, but for practical purposes she was entirely "too thin." It is not known to the casual observer whether quality or quantity is defective, but it is supposed the latter. Still we are pleased to affirm that this *quantity* is not often lacking.

But when the merchant is about to make a fine sale, or the ministerial functionary about to deliver a fine discourse, or the debater about to "show up" some sharp points, and the gas suddenly fails, taking a farewell look through the "mysty haze," viewing him in sullen silence. It is easy to imagine his sensative feelings. When once served thus, it is not easy to forget on such occasions. Gas of a different nature, *having no light in it*, generally flows pretty freely. The company has been in operation since 1856, and have laid about ten miles of gas mains. We look forward with fair prospects, ere another winter shall come upon us, that our supply in "gasenous matter" may be ever ready to flow in *great abundace*, alike the fires of Mount Ætna, or perenial sunshine converting darkness into light,and the wicked thoughts of the rightious into prayers for the damned.

REMARKS OF THE WRITER.

I am well aware of the criticism consequent upon the writing of biographical sketches of living men, yet it may be considered a charity, which as a city we owe to them, to kindly remember their services in aiding in the organization and maintaining of our institutions. We take it that it is no less a duty in them to kindly consent in allowing their public record to be shown. By so doing it will show to the world that we have talent and ability guarding the front ranks of our institutions, equaling if not surpassing many other cities of the west; representative men, who have and do stand out in bold relief, being an honor to the city and themselves, in whose wisdom, business tact and general understanding we have a perfect confidence, and whose record may stand as a reference table to those who desire to know more of our

beautifnl city. Their record may be worthy of imitation. We speak of these individuals, not as private citizens wholly in an *individual* capacity, but as true and faithful servants to the public interests. Whether that service has been rendered in a mercantile or professional capacity, it matters not, as long as they have by their public spirit and labor, ideas and influence, contributed to advance the interests of this city. It is due to the following named gentlemen to say that none of them have requested the insertion of their names upon these pages, but by the advice and request of well wishers of our city; and believing that it would add to the attractions of this little volume, I have interrogated them and they have kindly given their consent to the proposition. Our space will not permit of the insertion of a thorough sketch of any, but merely pointing out the land-marks of their progress, with that of the city.

They have the thanks of

THE WRITER.

SHORT BIOGRAPHICAL SKETCHES OF A FEW OF OUR OLD AND RESPECTED CITIZENS, WHOSE INTERESTS HAVE BEEN CLOSELY ALLIED TO THOSE OF TERRE HAUTE.

Among whom may be mentioned the following gentlemen:

Chauncey Rose, Hon. R. W. Thompson, Col. Thomas Dowling, Grafton F. Cookerly, W. B. Tuell, S. H. Potter, Col. R. N. Hudson, Harry Ross, Jas. Ross and Marion M. Hickox, and others who are not less worthy of mention, who we should be pleased to mention, but our limited time will not permit of further delay to interrogate them.

CHAUNCEY ROSE removed to Terre Haute from Connecticut, about the year 1818, when the foundations of our city were being laid. It has been conceded that no citizen of Terre Haute has been more prosperous in business than Mr. Rose. He has lived a long life of usefulness, ever watchful of the interests of Terre Haute. He has amassed a fortune during his long residence among us, and knows well how to use it.

HON. R. W. THOMPSON is a native of Virginia. He was born in 1809, and removed to Terre Haute in 1843. He has since followed the legal profession. In justice to Mr. Thompson it must be acknowled that he has long since been at the head of the Terre Haute bar. He has been a member of both branches of the Indiana Legislature, from 1834 to 1838. He was also elected to

Congress in 1841, serving until 1843. In 1847, he was again elected to Congress, and served until 1849. Soon after his return from Congress, he was appointed to serve as Judge of the seventeenth judicial circuit court of Indiana. When said term of office expired he declined to be a candidate for re-election, much against the wishes of the majority of the people of his circuit. Mr. Thompson has since retired from active business. He is now advisory counsellor for two of our leading Railroads.

Hon. Thomas Dowling was born in Ireland in 1810. He emigrated to this country in 1818 and removed to Terre Haute in 1832. Mr. Dowling has taken an active part in the shaping and maintaining of our institutions for forty years. He came to Terre Haute when the tangled roots of the forest trees were hardly disturbed on Main street, and at once took an active part in the affairs of the town. He has long since become thoroughly identified with the interests of this community, evincing much public spirit, and looking to the general welfare of Terre Haute. In 1836 he, in partnership with his brother John Dowling, commenced the publication of the *Wabash Courier and Express*, a Whig organ, which they continued to publish until 1845. In 1836, Mr. Dowling became a member of the General Assembly, serving eight years, and in 1850 was appointed one of the Trustees of the Wabash & Erie Canal, serving in that capacity twenty-one years. In 1867, he was elected as a member of the City Council, and served until 1871. In 1864, Mr. Dowling erected, at a cost of sixty thousand dollars, a fine hall which bears his name, for the purpose of city accomodation and public amusement.

Grafton F. Cookerly, Esq., is a native of Maryland. He was born in 1815, and removed to Terre Haute in 1841, where he immediately commenced the practice of law. In 1840 Mr. Cookerly was elected and served as a member of the General Assembly. In 1848 he was re-elected and served another term. He was a member of the Constitutional Convention in 1850, that formed the present Constitution of Indiana. In 1855 he was appointed to serve as one of the Directors of the State Prison at Jeffersonville, in which capacity he served until 1862. In 1867 was elected Mayor of the city of Terre Haute, serving until 1871.

Wm. B. Tuell is a native of this State, and was born in 1827. He has been a resident of Terre Haute about twenty-eight years, and is considered as one of our heaviest owners of real estate. Mr. Tuell has also been engaged in commercial business for twenty years previous to the present writing. By long identification with the best interests of the city, Mr. Tuell is counted as one of our leading citizens. He is one of the main projectors of the Terre Haute & Southwestern railway. In the organization of the above company in 1872, Mr. Tuell

was elected President. He is pushing the enterprise toward completion with much energy.

Mr. S. H. Potter was born in 1808. He is a native of New York, born at Cooperstown. In 1844 Mr. Potter became a resident of Terre Haute. Taking an active part in business, he soon gained a reputation of being proprietor of one of our leading hardware houses, which position he held up to 1865, when having been engaged for thirty years in successful business, retired. Though 65 years of age; Mr. Potter is not old, being one of those who feel the efforts of years very lightly. He is apparently as young as most men at forty, and still takes an active part in public meetings and other gatherings, more especially at temperance gatherings, having fought intemperance long and faithfully.

Col. R. N. Hudson was born in Brookville, in Franklin county, in this State, in November, 1819, and came to Terre Haute in the Spring of 1840. In one year therefrom he entered the Indiana Asbury University, at Greencastle, and graduated at that institution in the class of 1844. Returning to Terre Haute, he read law in the office of Thompson & Barbour, and com menced the practice of the same in 1847, and continued the practice until 1856, when he became the editor and proprietor of the Daily and Weekly Wabash *Express*, and conducted the same until 1861, when he was elected the Financial Agent of the State of Indiana, at New York, by the Legislature of the State. The war breaking out during the term of his agency, he at once joined the army of General Fremont in Missouri, and acted as Colonel on his staff, during the Missouri campaign. Afterwards, when General Fremont organized the Mountain department, in Virginia, Mr. Hudson received the appointment of Colonel of Cavalry from the hands of President Lincoln, and the appointment having been confirmed by the United States Senate, he was ordered to duty in the Mountain department, and acted as a staff officer during the remainder of General Fremont's time of service.

Towards the close of the war, Col. Hudson organized, in this city, the 133d Regiment of Indiana Volunteers, and took command of them during the one hundred days' service. In 1870 he became the editor of the Daily and Weekly *Gazette*, and conducted the same in the interest of the Liberal Republican movement, until 1872, when he retired to a more quiet life.

Mr. Harry Ross was born in the State of New York, in 1801. He, in connection with his brother, James Ross, removed to Terre Haute in 1824, consequently there are but few now living among us, who were their fellow citizens then. They soon after commenced the manufacture of brick, which business they followed for twenty years. In 1845, they engaged in the sale of dry goods, which they followed for about twen-

ty years succeeding. They have since retired from business. Mr. Harry Ross was fo· several years a member of the City Council, always evincing an earnest desire for the welfare of Terre Haute, and having the full confidence of her citizens.

MARVIN M. HICKOX is a native of the State of New York. Was born in 1809. His parents removed to Vincennes, of this State, when he was but four years old, consequently, is almost a native hoosier, and has lived a long life within this valley. In 1818, he removed to Fort Harison Prairie. He often mingled with the soldiers of Fort Harrison, and with the Indians, many of whom were then among these parts. He speaks of the *four log houses* occupying the site of Terre Haute, the immense flocks of wild geese and ducks covering the marshes then not far from the "four log houses," of the unbroken forest across the river, and the numberless wolves that inhabited the same. The loading of the flat boats, when every citizen of the town had his pants roled up to his knees. The belle of the "city" could hoe potatoes and dig them as well, also many other interesting facts, which to our untutored understandings of pioneer life, seem indeed strange. Mr. Hickox has held various county offices of trust, and is well and favorably known as a trustworthy old gentleman.

The above is but a partial list of our old citizens, who deserved to be spoken of, but time and space will not permit us to further dwell upon these biographical sketches.

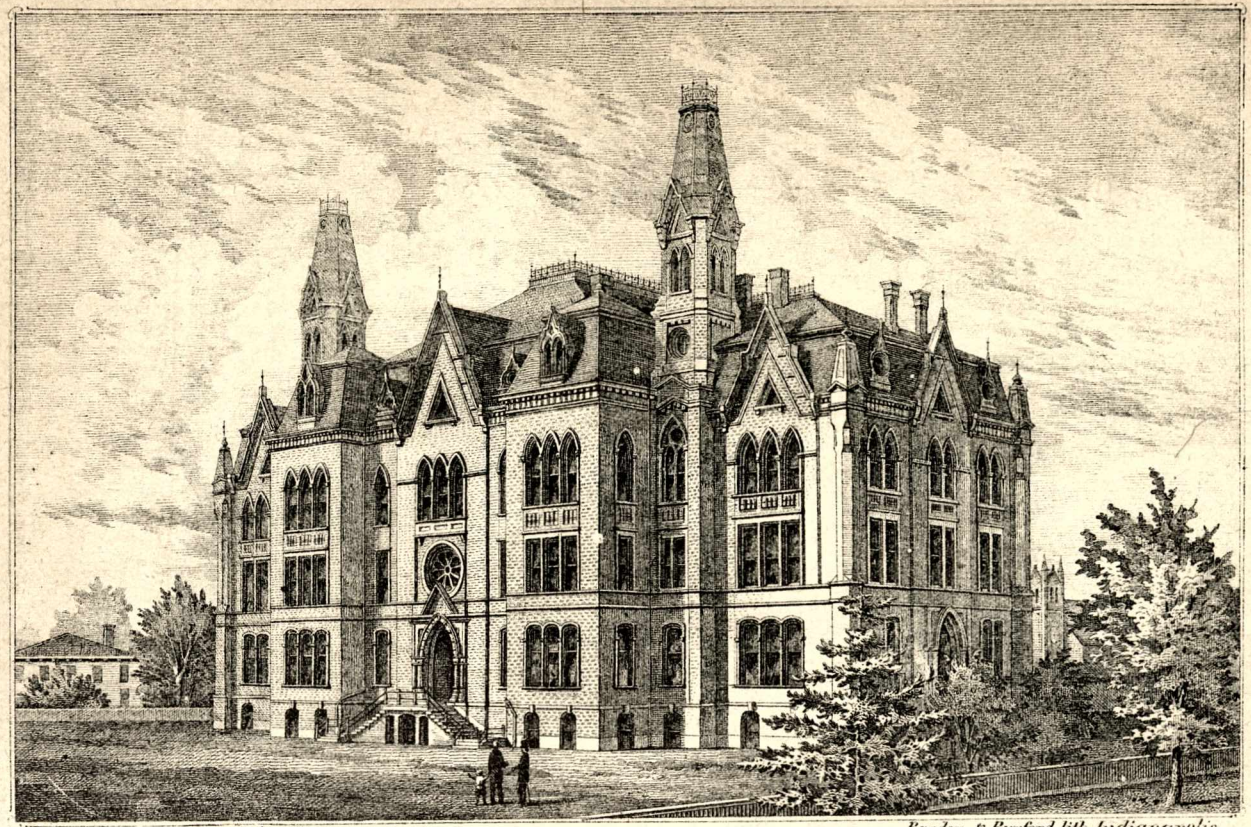
There is still another class of citizens not as old as the ones above mentioned, who occupy prominent positions among us, among whom may be mentioned, W. R. McKeen, President of the Terre Haute & Indianapolis and Vandalia Railroads; G. F. Ripley, of the Wholesale Dry Goods firm of Tuell, Ripley & Deming; Gen. Charles Cruft, a member of the Terre Haute bar, and one of our leading real estate owners; Hon. Harvey D. Scott, State Senator, and member of the legal firm of Scott & Duy; Lucius Rice, lately retired from active business; R. S. Cox, of the Wholesale Grocery firm of Hulman & Cox; Demas Deming, President of First National Bank; D. N. Foster, of the Dry Goods firm of Foster Brothers; U. R. Jeffers, proprietor of Wholesale Notion House; .W W. Rumsey, Esq., member of the Terre Haute bar; James H. McGregor, retired; and others.

THE INDIANA STATE NORMAL SCHOOL.

Was opened in January, 1670. Prof. Wm. A. Jones, A. M., was appointed President; under his supervision we are pleased to affirm that the success of the institution is guaranteed beyond a doubt.

It has now been open for school purposes two years. Within that time about four hundred students have been in attendance. At the close of the last year, (1872), nine students were graduated, after a full course of study and training for the profession of teaching. Many others whose circumstances prevented them from receiving a full course, have pursued a partial course, and have become efficient as teachers of schools of a lower grade.

The building (of which we furnish an engraving on the following page) is grand and elegant, completed in 1869, at a cost of two hundred thousand dollars to the State of Indiana. It is regarded by us as one of our crowning ornaments, and well may the State also be proud of this magnificent structure. It is the most elegant and costly of her public buildings. There is no better in the West. There are liberal appropriations made each year by the State for its maintainance. In so doing, the State has determined to be second to none in the Union in her educational facilities. Such buildings and institutions as these show plainly the growing spirit of our noble young State.



Taken from Photograph by Husher.

STATE NORMAL SCHOOL

TERRE HAUTE INDIANA.

Braden & Burford lith. Indianapolis.

CITY PUBLIC SCHOOLS.

Among the list of advantages possessed by Terre Haute, none is greater, or should receive more commendation than her institutions of learning. Strictly conforming to the age of progress in which we live, our city authorities readily appreciate and acknowledge the fact, that for a people to be free, intelligent and useful, *must* be educated. Yes, our city government has sought, by extending a liberal hand, to foster and encourage within our midst the beneficial scheme of popular education, that our corporate institutions may be perpetual and live with the nations life. The township and city said, "send your children to the public schools, and we will pay the cost," thus placing within the reach of all those rich benefits which alone can render life more desirable and a nation more happy. Thus we are annually reaching deep into our pockets for the nation's benefit, as well as that of our own posterity.

In the early days of Terre Haute, when the grasses of the prairie covered the soil to the East undisturbed and a part of the town plot was covered with heavy forest trees, in the centre of which now stands that palatial structure the Normal School Building, the facilities of education were few and very imperfect, compared with those of the present day. Then, no grand piles of architecture reared their imposing fronts; no magnificent dome rising far above the city to catch the eye from the distant hills; no perfected institutions of education, now the boast and pride of our city; no ornamental, as well as commodious and useful educational buildings to impress the mind of the stranger; that we have a public spirit sufficient to build and support them. Then the educators were few, though earnest and zealous in their calling. They were, as a matter of course, greatly deficient in the higher branches, but they were fully able to meet the reqirements of the then "boys of the period."

In those days, it is affirmed by one who remembers that they got their "book larnin" within the four walls, not of brick or stone, but of logs, as did they get remedial justice by a thorough application of the birch or hazel, in vigorous hands, whose nerves were not shaken by the "sonorous" voice of the delinquent.

But the mode of correction has changed, and with it the "terror" of the (to the urchin,) most august of human beings—the school master—who then, *upon principal*, ruled by the weight of the rod. Still there are those among us, who yet believe there is very much virtue left in the thorough application of the ferule. Our present excellent common school system came to the relief of those wishing to educate their children in a

cheap, thorough and proper manner.

In order to give a more detailed account of our present school system, and success attendant thereunto, I am permitted to publish the following from the pen of Wm. H. Wiley, Superintendent Public School.

"The educational institutions of Terre Haute have long been a source of just pride to her citizens. From the organization of her Public Schools to the present time there has been a steady increase in scholars, school accommodations and number of teachers employed by the Board of Trustees. These schools consist of the Primary and Grammar Schools, and a High School, with the usual courses of study prescribed in institutions of their respective classes. There are now seven magnificent brick school buildings and one frame building belonging to the city. The High School has ample accommodations in the State Normal School building. To indicate the growth and extent of these schools it is sufficient to state that sixteen teachers were employed during the school years of 1864–5, thirty-two in 1868–9, and fifty-four in 1871–2. During the years 1870–1 three thousand four hundred children were enrolled on the school list. The number this year will be still larger.

The schools are divided into twelve grades, four of which are comprised in the course of study prescribed for the High School, and eight grades in the Primary and Grammar Schools. The course of study is such as generally to require pupils to remain in each grade for one school year. This arrangement gives a free school to all the children of the city for the period of twelve years. Scholars in all the grades are taught by experienced teachers, and subjected to careful and systematic examination previous to promotion.

As soon as the pupils have completed the branches required by the law of the State, viz: Spelling, Reading, Writing, Arithmitic, Geography, English Grammar, History of the United States, and Physiology, they are promoted to the High School. In this school the higher Mathematics, German, Latin, Greek, and Natural Sciences are carefully taught, thus enabling parents to give their children a thorough education at home. Our people are pledged to the maintenance of these schools and pay their money most willingly to improve them every year.

Last year the Board of Trustees expended sixty-eight thousand dollars for tuition and new buildings. This year the pay of teachers alone will amount to over thirty thousand dollars."

COMMERCIAL COLLEGE.

The Terre Haute Commercial College is an institution for training young men and women for the various departments of business. The course of study comprises Bookkeeping in all its various forms, both by single and double entry. Business and Ornamental Penmanship, Mathematics, German and

Telegraphing. The senior Principal, Mr. Garvin, has had the care and successful management since the year 1862, until about a year ago, he associated with himself Prof. A. W. Heinly, and at the present time it is in a highly prosperous condition. The rooms are located in Beach's Hall, corner of Sixth and Main streets, are well ventilated, easy of access, and in the central part of the city. The number of students enrolled at present, are one hundred and thirty-four.

A VISIT TO ST. MARY'S ACADEMIC INSTITUTE.

It has been the privilege of the writer to spend a few hours very pleasantly at the St. Marys Academical Institute, established in 1841, for the education of young ladies, conducted by the Sisters of Providence. The grounds are beautiful and charmingly situated about four miles north-west of the city, and is commonly termed ST. MARYS OF THE WOODS. The grounds are spacious, adorned by an abundance of ornamental shrubbery and walks in various directions. The exterior of the buildings are grand in dimensions, and also elegant in design. Upon entering, you are met at the door by one of the Sisters who very politely conducts you to the spacious and well furnished reception room. You make known your business, and soon the mother superiors greets you with a kind face and motherly bearing. If it is your desire to see more of the building there is not the least objection, but with a kindly air (that makes you feel at home) she will conduct you in person, seeming to take pleasure in so doing, to the various departments of interest. You will first observe cleanliness in the extreme. Next you will observe "order." Next you will observe politeness, modesty and womanly grace. First, you pass through long, well ventilated and well lighted corridors, used for the healthful exercise of the pupils when the inclemency of the weather will not admit of out door exercise. Next the large and spacious school rooms, where each has her desk and books. Next, the smaller recitation rooms of convenient size, with appropriate furniture. Next, the dining hall (upon the hotel plan) where each knows her respective place. Next, the culinary department, which is a model of neatness and good order, where good and wholesome food is prepared by the hands of the Sisters, some of whom are appointed for that purpose. Next, the wardrobe, where the necessary clothing of all belonging to the institution is kept in perfect order. Next, the ladies' toilet rooms, adjoining each of the sleeping departments, furnished with marble basins over each of which stands a neat little mirror. Next,

the sleeping department, consists of four large and well ventilated rooms, with sufficient capacity to accommodate two hundred and thirty-five pupils. Single beds (all alike are arranged side by side, separated, about two feet) and forming several corriders of about seven feet wide in the large hall which they occupy. Next, the bath rooms, where warm and cold baths may be had at all times. The building is principally heated by hot air, rendering fires in rooms unnecessary. Next, but not least, is the art gallery, where there is indeed a very fine collection of oil and water color paintings, contributed by the pupils, whose art and genious has produced them, while each graduating pupil has left some love token as a momento to those she has left behind, knowing that "tis sweet to be remembered." There is nothing about the buildings or grounds that would convey an idea of conventism, which belief is so prevalent among the masses of the people. True, the pupils are not allowed the society of friends, without the permission of the mother superior. She (the pupil) is practically separated from the outside social world, but she communes with nature and is as free within the grounds, as she is in her father's door yard. There is much life and energy connected with this institution. A branch school has been established at Madison, Indiana, the ACADEMY OF OUR LADY OF ANGELS.

At Vincennes, Ind., ST. ROSE'S BOARDING SCHOOL, conducted on principles of home education.

At Fort Wayne, Ind., ST. AUGUSTINE'S ACADEMY.

At LaFayette, Ind., ST IGNATIUS ACADEMY.

At Terre Haute, Ind., ST. JOSEPH'S ACADEMY.

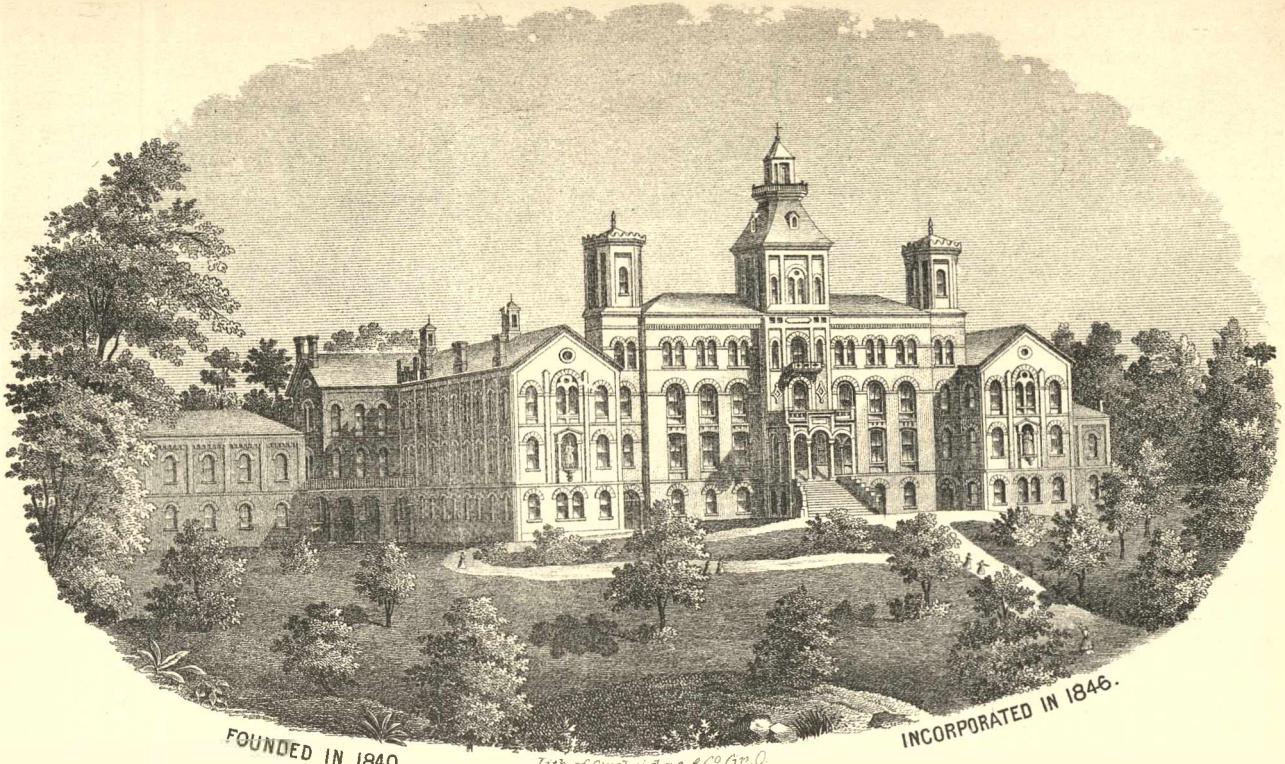
Also at Terre Haute, PROVIDENCE HOSPITAL is located, conducted by the Sisters of Providence for the welfare and comfort of the sick. It was erected at a cost of nearly $100,000, and is open to all. It is conducted by this worthy institution. The same care and cleanliness is observed throughout.

In reference to the academic department, it is difficult to find an institution where the many attractions are so admirably combined for the education and comfort of young ladies than the one above referred to.

"KNOWLEDGE AND VIRTUE UNITED:" is their motto, and may this enterprising institution of learning still advance in the future as it has done in the past, is the prayer of every lover of progress. On the following page will be found an engraving of St. Mary's Academic Institute.

ST. JOSEPH'S ACADEMY FOR THE EDUCATION OF YOUNG LADIES, CONDUCTED BY THE SISTERS OF PROVIDENCE IN TERRE HAUTE.

The handsome and elaborately finished building, with the extensive and beautifully arranged grounds known heretofore as the "Griswold property," corner Fifth and Sheets streets, has been purchased by the Sisters of Providence, and remod-



Lith. of Strobridge & Co Cin. O.

St. Mary's of the Woods.

cled in such a manner as to adapt it perfectly to its future destination.

It was opened on the first Monday of September, 1872, under the above title. The Sisters design to make it a first-class institution. For the attainment of that end no exertion will be spared.

In addition to the schools formerly kept by the Sisters, they have opened a High School, in which the course comprises all the branches necessary to a thorough and liberal education, thus realizing the long cherished hope of the citizens of Terre Haute and vicinity.

AS A BUSINESS CENTER.

By a close perusal of a map of the railroads and coal fields, here-with connected, it will be readily seen that our position and central location, so near to the great mineral deposits of the State of Indiana, with railroads direct to and from these deposits in hourly communication with them, that soon the star that shines over our city will, at no distant period, shine still brighter, colored by night with a crimson glow from the light of our furnaces and by day shall be dimmed by the ascending cloud of smoke from our work shops. With these prospects full in view, is it too much, citizens of Terre Haute, to conjecture or realize that soon we shall have rolling mills as we have now the forge, performing their mighty works within our limits, employing their hundreds of skilled mechanics, by whose aid we may expect to turn *to a degree, at least*, the tide of trade in rail road iron, demanded from the great West, toward Terre Haute. Their necessities are increasing year by year, keeping pace with civilization; they are demanding a greater supply; the question is shall we further aid in supplying them, and reap the harvest which must necessarily flow from this branch of industry. These mills *must* be located somewhere near this point, sooner or later. Competing cities nearest the block coal region, who hold out the greatest inducements, at the same time showing the greatest tact and energy, will gain the prize. Is it advisable to longer hesitate forcing the consumer to pass by our doors to procure his wants in other States or in Europe at great cost, when the same may be procured at the same *original* cost, *less* the transportation, at home, and giving to the manufacturer a fair profit on his money invested, saving time and money to the consumer, as well as supplying a superior article, comparatively within his immediate neighborhood. Can we not in due time, be termed the Pittsburgh of the West, or the Manchester of America?

It must be apparant to all, that as the material for smelting and reducing purposes, lies under the hills

and prairies so near to us, that it cannot much longer be permitted to lie undisturbed, when dire necessity demands that it must be brought up from its beds to serve the wants of mankind. The finest qualities of ore from the shores of Lake Superior are extensively used in our furnaces, having proper lines to connect this city with Chicago, where it is shipped by water and rail from the mines. Also, ores from Missouri find their way to this point, it being much cheaper to transport the ores than the coal. As the cost of labor, and consequently living must always be taken into consideration with every manufacturing enterprise, I deem it advisable to touch these points. To produce cheap labor, there must be necessarily a corresponding cheapness of necessities of life, and as we are situated in one of the most fertile sections in the world, the natural inferance would be that provisions are in abundance. This is the case, and to which any of our provision merchants will testify. Though we have monied capital, there is room for more. Though we have skilled mechanics and industrious laborers, we invite others to come, and if found to be good and industrious citizens, we will not fail to extend to them a hearty welcome. Our main lines of railway radiating in every direction, cannot fail to convince all, of our superior advantages for business. Many have a knowledge of this fact and have profited by it.

It is acknowledged to be a fact, that many of our manufacturing establishments are the largest, and doing a greater amount of business in the aggregate, than that of any other city or section in the State, save that of Indianapolis, which fact is fast being carried over our borders to other States, who must necessarily have an interest in the manufacture of good and cheap commodities of trade, especially in the iron line, when the demand is greater than the supply. But I will not further enlarge upon this theme. Our iron interests are thoroughly discussed and shown up in another part of this work by an able writer, upon which subject much care and labor has been spent to render the article as complete as may be.

ADVANTAGES FOR BUSINESS.

It is said, and truly said, that "competition is the life of trade." Be this so, there is generally enough of it in every department of business in the West, except that of manufacturing. We want more of this. We may be pardoned for using a quaint and selfish old saying, to "keep what we have, and *get* all we can."

While viewing the rapid settlement, improvement and development of the West, it is amusing to the casual observer to note the spirited but generous rivalry for the establishment of manufacturing houses, the large inducements offered, and the still larger ones demandad by eastern capitalists.

It has been found, though comparatively of a recent date, that it is for the interest of the eastern capitalist to locate his manufactories nearer the home of the consumer, thereby saving the cost of transportation of hundreds of miles from east to west.

In speaking of the manufactories of Terre Haute, we may be safe in saying that they are of the very first-class order, as a whole, as far as they go.

The car works, nail works, blast furnace,machine shops, boiler works, glass works, woolen mills, stove manufactories, and many other branches of manufacture, all of them doing a very prosperous business. The per centage on the money invested has more than made good the hopes of those directly concerned, thus proving beyond a doubt, the importance of the location of this city as a point where manufacturing can be most economically and prosperously prosecated.

A rolling mill is in course of construction, with a capital stock amounting to $100,000. Fuel is close at hand, in great abundance—of sufficient good qualities to produce the best of steel rails. Who will build another rolling mill? The more the better.

We have a large wholesale trade well established, which trade has assumed such proportions that it cannot be harmed by outside interference. This trade has been influential in the construction of these great commercial arteries by land and water, making of Terre Haute a point of easy communication from every direction. It does not surprise our older citizens to realize this business activity; it was their prophesy when trade was in its infancy, and who can tell to what proportions it may reach within the next decade—who could have conjectured ten years ago, the success of this city or the little town of Brazil, which may be termed one of our suburb towns, whose trade must necessarily be held by this city (it being but fifteen miles distant.) There are

now in full operation, no less than seven blast furnaces, in and within seventeen miles of Terre Haute, many of whose workmen will reside within our corporate limits, adding to our population and wealth.

These multiplied advantages for the purpose of manufacture are not only noted by our citizens, but are also spoken of by others whose interests would not prompt them to speak too highly of our prosperity. Witness the language of Prof. E. T. Cox, of Indianapolis:

"Terre Haute is a beautiful and thriving city, advantageously situated on the east bank of the Wabash river, in Fort. Harrison Prairie, 73 miles from Indianapolis. It contains many elegant private residences and fine public buildings. Among the latter may be mentioned the State Normal School, the Opera House, and public school buildings of the city. Among its manufacturing houses may be mentioned the Vigo blast furnace, Terre Haute nail works, glass works, railroad machine shops and Seath & Hager's foundry, machine shop and car works."

Again, witness the assertion of an organ of a rival city, the LaFayette *Courier*: "We shall build our Opera House with Terre Haute nails, (the best in the market;) an involuntary but just tribute to her superior enterprise. Which, after inviting the establishment of a nail factory in the midst of her productive industry, fostered it by home patronage; sustained it with cheap money, and as the record of her liberality and enterprise gives employment to hundreds of men, and plants the foundation of her prosperity deep and strong. The smoke of her factories by day and the light of her furnaces by night—the pillar and the cloud—shows where she leads the way."

Very well, Mr. *Courier*, we honor you for confessing the truth. True, it "shows where she leads the way." May you never be at a loss for language in expressing your admiration of our enterprise and prosperity.

BANKS AND BANKING HOUSES.

There can be no better way to ascertain the business activity, vital energy, and financial strength of a community than to note the business transacted by its banking institutions. The banking interests of Terre Haute have at no time previous been better represented than at present, and there are six in number, including banks and banking houses. They are conducted by gentlemen whose tried ability and long experience in the banking business has rendered them proficient, and as a class they have done much to build up the fair fame, and monied interests of Terre Haute. It is due to them and the people to say that there is a greater amount of business done in our banks, ac-

cording to the number of inhabitants, than in any other city in the West.

The National Banks are the "NATIONAL STATE BANKS," with a capital of $400,000. Officers, Preston Hussey, President; Charles M. Warren, Cashier And the FIRST NATIONAL BANK, with a capital of $300,000. Officers, Demas Demming, President; Henry S. Demming, Cashier.

THE BANKING HOUSE OF MCKEEN & MINSHALL is perhaps sustained by a greater amount of patronage than any among the private banking houses. The gentlemen who conduct the affairs of this bank are men who have been long identified with the monied interests of this city, and have long since became efficient in their calling.

The PRARIE CITY BANK, conducted by John S. Beach, next door to Post Office, is doing a good business. George Allen, Cashier. SHANNON'S BANKING HOUSE has a liberal share of patronage, conducted by Patrick Shannon, an old and reliable citizen.

THE TERRE HAUTE BANK commenced business January 2d, 1873. Its affairs are conducted, and soundness guaranteed by three of our old and respected citizens, Harvey Evans, Samuel Magill and W. S. Magill. The latter gentleman holds the office of Cashier of the bank. This bank is apparently doing a fair business, considering their recent organization. They are supported by a sufficiency of financial ability to meet all demands.

The TERRE HAUTE SAVINGS' BANK is also on a firm footing, having the full confidence of our citizens. The officers are Thomas Dowling, President; John S. Beach, Secretary; L. B Martin, Cashier.

CAR WORKS.

The Car Works of Seath & Hager are among the largest manufacturing establishments in this State, employing one hundred and fifty men, and turning out annually about ——— cars of all discriptions. The importance of these works to Terre Haute cannot be over-estimated. They aid very much in keeping up a healthy circulation of money among us, scattering broadcast among our merchants about $85,000 annually, (the amount of wages paid the mechanics.)

An immense amount of material in lumber and iron is used annually, which is principally the product of our forests and furnaces. Cars of the latest improved patrons are made. The greatest argument in favor of these works, are that they are not able to fill the orders of the different railroads.

The cars are finished, completed and ready for immediate use as soon as they leave the works. Wheels, as well as other parts being cast and completed by the company. They

do a business amounting annually to over half a million of dollars, with a capital invested of $100,000.

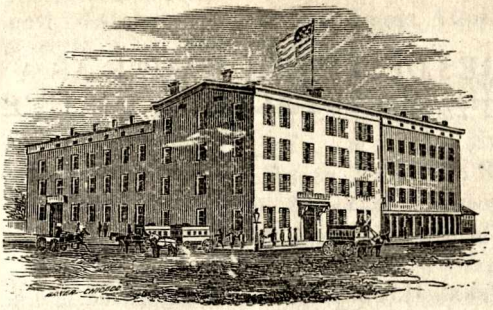
The works are the fruits of the enterprise of two of our citizens, and have been in operation since 1870. They have been continually increasing their capacity and ere long will be second to none in the West, in point of capacity and energy.

TERRE HAUTE NAIL WORKS.

There is no place among the manufacturing establishments of Terre Haute where a person may witness the completeness of the working of the machinery, equal to that of the Terre Haute Nail Works. The system of operation is complete, economizing space and labor, doing the greatest amount of labor within a given time.

The importance of this branch of industry to our city cannot be overestimated. The gross receipts of these works for the past year, have been nearly $400,000, with the present prospects of doubling their capacity during the present year. You may stand within the works and know every time your watch ticks, that there are five hundred nails forged complete. What greater assurance have we of the prosperity of our city than to hear the constant and busy workings of such machinery? There is something grand about it, something impressive, something reminding us that our institutions *must move on*. Men and boys who are competent, are employed to the number of 150, and turning out all kinds and sizes of nails, from the largest spikes to the smallest thrippenny-fines, each one perfect in shape and size. The works were built by a joint stock company at a cost of $120,000.

Never was money put to better use for the city of Terre Haute, nor location better selected, having an eye to the cheapness of labor and facilities in obtaining cheap and appropriate coal and iron, consequently it is not surprising that the works can afford to turn out the very best of nails, and forward them at very low figures, less the cost of transportation to the consumer from eastern works. Orders are received from all parts of the West, and filled as promptly as may be. The officers of the works are as follows: F. Nippert, President; George W. Haberly, Secretary and Treasurer.



TERRE HAUTE HOUSE.

HOTELS.

While speaking of the business activity of the city it is necessary to also speak of our accommodations for travelers.

"Our hotels," under their present management are well conducted. Most of them are doing a lively business. Two of them are of a first-class order, viz:

THE TERRE HAUTE HOUSE AND NATIONAL HOUSE.

The former is our largest, containing one hundred and forty rooms, and kept by Wm. M. Hawkins & Son, who have had an experience of twenty-five years in the business, and who spare no pains to minister to the comfort of their guests. These gentlemen are the well-known proprietors of the "Sherman House" of Indianapolis. The Terre Haute House was formerly known as the "Prairie City Hotel." The house has since been refurnished and refitted in the most thorough manner, and name changed to that which it now bears. This house is first-class in all of its appointments, and bears a reputation second to but few in the West, and none in this State. The house is centrally located on Main street.

THE NATIONAL HOUSE

Is doing a first-class business, and kept by N. S. Patton. It is centrally located, being on the corner of Main and Sixth streets near the Post-office. This house under its present management, has become quite popular with the traveling public, and is well filled at all times.

Special attention is given not only to the care of the table, but the house throughout, has an air of comfort which the weary traveler knows well how to enjoy.

Connected with this house is a fine billiard hall and refreshment room owned by E. Lowery.

There are a number of other houses doing a fair and satisfactory business, belonging to the second and third-class grade.

ADVANTAGES OF TERRE HAUTE AS A POINT FOR THE MANUFACTURE OF IRON.

BY HON. R. W. THOMPSON.

The City of TERRE HAUTE is situated on the east side of the Wabash River. When the Terre Haute & Indianapolis Railroad was completed, in 1852, it contained a population of about 4,000. So rapidly were the trade and resources of the surrounding country developed by this work, that in 1860, the population amounted, according to the last national census, to 8,594. It now reaches about 25,000, and is increasing more rapidly than at any previous time, as is indicated by the extensive improvements of the past season. These are scarcely commensurate with the demand.

Few points in the west are more advantageously situated for commerce and manufactures, being about equi-distant from each of the great leading western cities, Cincinnati, Louisville, Chicago, and St. Louis.

It has not now, and will not be likely to have in the future, any commercial or manufacturing rivalry to encounter, in Indiana or Illinois. Indianapolis, Lafayette, and Vincennes are the three cities nearest to it in Indiana, and each of these is supported by a local trade of its own. There is no rival city in Illinois, ever likely to interfere with it. Greencastle, in Putnam County, Indiana, is situated on the line of the Terre Haute and Indianapolis Railroad, and has a population of about 5,000. Brazil, in Clay County, on the same road, has about 3,000, having acquired its present growth, within three or four years, in consequence of the discovery of the immense bodies of coal in its immediate vicinity.

The Railroad facilities of Terre Haute in 1870, were as follows:

1. The Terre Haute and Indianapolis Railroad, from Indianapolis, by Greencastle and Brazil, to Terre Haute, *seventy-three* miles passing through the counties of Marion, Hendricks, Putnam, Clay, and Vigo, in which last named county Terre Haute is situated.

2. The Evansville & Crawfordsville Railroad, from Evansville, on the Ohio river, by way of Vincennes and Terre Haute, to Rockville in Parke county, the last named place being *twenty-three* miles north of Terre Haute.

3. The Indianapolis & St. Louis Railroad, from St. Louis to Terre Haute, *one hundred and eighty-nine* miles.

By these roads Terre Haute was, in 1870, connected as follows:

1. With Chicago, by the St. Louis, Alton & Terre Haute Railroad, to Mattoon, Illinois, and the Eastern branch of the Illinois Central Railroad, distance *two hundred and twenty-nine* miles, and *eleven hours* time.

2. With St. Louis, by the St. Louis, Alton & Terre Haute Railroad, distance, *one hundred and eighty-nine* miles, and *seven hours* time.

3. With Cincinnati, by the Terre Haute & Indianapolis Railroad, and

either of several roads from Indianapolis to Cincinnati, distance *one hundred and eighty-eight* miles, and *seven hours* time.

4. With Louisville, by the Terre Haute and Indianapolis Railroad, and the Jeffersnoville and Indianapolis Railroad, distance *one hundred and eighty-one miles*, and *seven hours* time.

5. With the Ohio River, at Evansville, by the Evansville and Crawfordsville Railroad, distance *one hundred and nine miles*, and six hours time.

These Railroad facilities have been increased since 1870, as follows:

1st. The St. Louis & Vandalia Railroad was completed in 1870, being *one hundred and sixty-five miles long.*

The distance by way of Vandalia from Indiadapolis to St. Louis, is *two hundred and thirty-eight miles*, being twenty-four miles shorter than any other route. It olso greatly shortened the route from Pittsburg to St. Louis, the distance now being six hundred and seventeen miles, thus shortening the route previous to 1870, *one hundred and twenty-nine miles.*

The St. Louis, Vandalia & Terre Haute Railroad is under the management of the Terre Haute & Indianapolis Railroad.

2d. By the extension of the Indianapolis & St. Louis Railroad, completed in 1870, to Indianapolis, gives us two competing lines to Indianapolis, and also two to St. Louis. The Vandalia line is the shortest route.

The Indianapolis & St. Louis Railroad was formed by the extension of the St. Louis, Alton & Terre Haute Railroad.

3d. By the completion of the Terre Haute and Danville line, in 1871, (now the Evansville, Terre Haute & Chicago Railroad) making a direct line between Evansville and Chicago, by way of Terre Haute, a distance of *two hundred and eighty-eight miles*, thus making the distance to Chicago eighty-five miles less than from Cairo to Chicago. It also reduced the distance from Terre Haute to Chicago, to one hundred and seventy-nine miles, or fifty miles shorter than by the old route previous to 1871, by the St. Louis, Alton and Terre Haute route and the eastern branch of the Illinois Central Railroad. The City of Terre Haute subscribed for $100,000 to the stock of the Terre Haute and Danville Road.

4th. By the Terre Haute & Bloomfield Railroad, (since surveyed to Cincinnati) and name altered to Cincinnati & Terre Haute Railroad. This road has about twenty-five miles completed, and a part of the remaining distance graded and ready for the track. By the original project to terminate the road at Bloomfield, the company proposed to open to commerce the rich and abundant iron ore, the large block or splint coal fields, and the unexhaustable superior building stone. This city subscribed $100,000 to the stock of the above road.

5th. By the almost complete system of branch tracks, or switches, of the Terre Haute & Indianapolis, and

other roads which have already been constructed from near the main lines of the roads passing over the rich coal deposits, in order to furnish transportation for the immense quantity of coal mined from the great block coal field. Still other branches on the Terre Haute & Indianapolis, and Vandalia Railroad have been commenced to reach the iron ore and coal fields in the southern part of Clay county.

Terre Haute is situated in the heart of the Wabash valley, a section of country not surpassed in fertility by any in the West, or in the world. The district depending on it for its local trade is occupied by a most energetic and enterprising population, rapidly increasing in wealth. No portion of the United States, of the same extent, furnishes a greater annual average of agricultural products. The local demand, therefore, for every kind of manufactures is constantly and rapidly increasing.

The discovery, within the last few years, of the extensive and rich coal fields of Indiana, having directed public attention, and attracted capital to the western part of the State, has given an extraordinary impulse to business in the region of country immediately surrounding Terre Haute. These coal fields embrace a large portion of Southern Indiana, but the most valuable of them thus far discovered, are found much nearer Terre Haute than any other commercial point. The greater part of the coal is bituminous, and it abounds in every direction, around and in the vicinity of Terre Haute. But large quantities of very superior *block or splint coal* have been found in Clay, Green and Parke counties. At Brazil—fifteen miles east of Terre Haute—this block or splint coal is used most successfully in the *six* iron blast furnaces, lately erected, and now in successful operation in that town and vicinity. It is now easy of transportation to Terre Haute, by the Terre Haute & Indianapolis Railroad and its switches, the Indianapolis & St. Louis Railroad, the Logansport, Crawfordsville & Southwestern Railroad, the Cincinnati & Terre Haute Railroad, and by the Evansville & Crawfordsville Railroad. Recent observations have very satisfastorily demonstrated that this block or splint coal field approaches still nearer to Terre Haute, and it is believed that it will be found to reach its immediate neighborhood. Very superior bituminous coal is now mined within two miles of the city, and is found on both sides of the Wabash river. In these coal facilities it has greatly the advantage of any other commercial point in Indiana or Illinois—and cannot be surpassed by any point in the United States, as will appear when its geographical relations with other sections of the country, are considered. The accompanying map will show the extent, so far as now known, of this block or splint coal field. It is already ascertained to be sufficientiy extensive to supply coal for manufacturing purposes for a great many years to come, and is believed to be much larger. Most reliable and intelligent citizens of Parke assert that it extends much further into that county than is indicated by the map; and the same class of citizens in Vermillion insist that it is also found in that county, especially in the region between Newport and Highland, west of the Wabash river.

Carboniferous, red and brown hematite iron ores are found in large quantities in the immediate vicinity of these beds of coal, in the counties of Green, Clay and Parke, on the east side of the Wabash river, and in

Vermillion county, on the west side, and near the line of the Terre Haute & Danville Railroad, beginning within twelve miles of Terre Haute, where a blast furnace was in operation a few years ago, which manufactured a superior article of pig iron. The carboniferous iron ores predominate. Magnetic iron ores are also found in considerable quantities, but not so extensively as the carboniferous and hematites. These ores mix, as all iron manufacturers understand, most anvantageously and profitably, with the specular and magnetic ores of Lake Superior, and the Iron Mountain and Pilot Knob of Missouri. Such admixture is absolutely necessary to the manufacture of the best quality of iron, and, therefore, *the point at which they can be most readily brought together*, is most desirable for the location of blast furnaces and rolling mills. No point in the United States has advantages superior to those of Terre Haute, in this respect.

The Railroad from Nashville to Henderson (Kentucky,) is now finished. It was completed during the summer of 1870. This places Terre Haute on the direct line of railroad communication between Nashville and Chicago, connecting it, by railroad, with New Orleans, Mobile, Savannah, and Charleston, and all the intermediate cotton regions of the South. The advantages of this connection will be readily perceived. From Chicago to Evansville the course is almost due south, by the Chicago & Danville, Terre Haute & Danville, and Evansville & Crawfordsville Railroads. Upon the completion of the Nashville & Henderson road, a direct line was formed between Chicago and Nashville, having a length of *four hundred and forty-five* miles, or *forty-two* miles less than any other practicable line between these points. At Nashville, therefore, a connection was formed with railroads running to every portion of the South.

The area of the coal deposits in the United States is something over 200,000 square miles. About one-twentieth of this area is in Indiana; *Terre Haute being near its centre*, from north to south. The area in Tennessee is about 3,700 square miles; in Georgia, about 180 square miles; and in Alabama about 4,300 square miles. That in Indiana, therefore, exceeds the aggregate area in these three States. The coal measures in Tennessee are confined mostly to the regions of the Cumberland mountains, and are comparatively inaccessible, except in the vicinity of Chattanooga, where hematite iron ore is also found. Those of Alabama are the most valuable in the neighborhood of Lookout and Sand mountains, but eastwardly they are subject to great depression, and westwardly to thinning out. The annual product of all these coal fields in Tennessee, Georgia and Alabama is less than one-half of that in Indiana. Independently, however, of the large excess of quantity in the annual product of coal, there are several important considerations which tend to show that the advantages are greatly in favor of Terre Haute, as a point for the manufacture of iron, over any that can exist either in Tennessee, Georgia, or Alabama. The abundant supply of block or splint coal, free from sulphur, with which Terre Haute is supplied, will save the expense of coking or charring, which cannot be avoided in either of those States. And as the best iron is only made by an admixture of the specular or magnetic and carboniferous and hematite ores, it can, necessarily, be manufactured much more cheaply at Terre Haute than at any point south of it; because the specular and magnetic

ores, of Lake Superior and Missouri cannot reach the coal and hematite iron regions of Tennessee, Georgia and Alabama, except upon long lines of railroad transportation, and at heavy additional expense. Hence, the Southern States must, of necessity, depend mainly upon Terre Haute and its vicinity, for their supply of iron and iron manufactures so soon as the Railroad from Henderson to Nashville is finished; Terre Haute being nearer to them, and in more direct railroad commu nication with them, than any other point in the United States, situated within a coal and iron region. This trade will involve an exchange of the cotton of South for the iron and iron manufactures of Indiana, and thus established an intercourse between these sections, greatly to the benefit of both. Another consequence must also follow; the abundant supply of water at Terre Haute will greatly facilitate the manufacture of cotton, and the interchange of productions will invite to it an extent sufficient to furnish a supply of cotton goods to Indiana and Illinois, and also to a large portion of the South, at a saving in the cost of transportation of the raw material to, and the manufactured fabrics from the eastern States. These facts go to show that, whether for iron or cotton manufactures, there is no point west of the Alleghany Mountains, which combines so many advantages as Terre Haute, especially for the manufacture of iron. Its central position between the large cities of the West, give it facilities which no other commercial point can have. In the following most important particulars, these facilities are unequalled:

1. The presence of large and inexhaustible quantities of block or splint, and bituminous coals.

2. The presence of rich hematite iron ore in a great abundance; with a more limited supply of magnetic iron ore.

3. The presence of a plentiful supply of carboniferous limestone, for fluxing.

4. The directness of communication with the specular and magnetic iron regions of Lake Superior, and Missouri.

5. The directness of communication with the four leading western cities and with all other commercial points in the North-west and South.

Terre Haute is, in fact, the only commercial point in the North-west combining all these advantages, in so high a degree. And the most enterprising and intelligent iron manufacturers have not been slow to discover this fact. A Rolling Mill has already been built, within the last three years, at a cost of about $150,000, and is now in successful operation, with a capacity to manufacture 1,800 kegs of nails per week. Another Rolling Mill is in process of construction, at a cost of $100,000, which will be put in operation the following summer. The Vigo Iron Company built, in 1870, at a cost of $100,000, a blast furnace which was put in blast, June 7th, 1870. At the head of this company is Alexander L. Crawford, Esq., of the Ætna Iron works, of Pennsylvania, one of the most experienced iron manufacturers in the United States. Besides these, several other furnaces are in immediate contemplation; two of which will be commenced next spring. That others will be built, there can be no reasonable doubt, as heavy capitalists from the iron regions of Pennsylvania and elsewhere, are almost daily visiting Terre Haute, with a view to an examination of its advantages. All these concur in their estimate of the great inducements it offers for invest-

ments, and many of them contemplate making them, with reference to the manufacture of iron.

The importance of the iron interest in the United States will readily appear, from the rapid increase in the value of its products. The pig iron manufactured in 1850 was of the value $13,491,898; and in 1860 it was $19,487,790; being an increase of $5,995,892, or 44.4 per cent. The bar and other rolled iron, in 1850, was of the value of $15,938,786; and 1860 it was $22,248,796; being an increase of $6,310,010 or 39.5 per cent.

Some estimate of the wonderful increase of this important interest may be formed, from the fact that, during the year 1869, in the opinion of the best iron manufacturers, the production of pig iron will be about 1,750,000 tons, which, at the average rate of $35 per ton, will amount in value to $61,250.000. It is more difficult to estimate accurately the per centage of increase in the manufacture of bar and other rolled iron. There has, however, been manufactured, in 1869, about 750,000 tons of Railroad iron, which at $75 per ton, amounts in value to $56,250,000. Bar and other rolled iron estimated, for 1869, at the same rate of increase, may be safely placed at the value of $50,000,000. And thus in these branches of iron manufacture, for 1869 we have an aggregate production of $167,500,000, greatly exceeding the most sanguine anticipations of progress.

The value of iron Founding in the United States in 1850, was $20,111,517, and in 1860, it was $28,546,656, being an increase of $8,435.139, or 42 per cent. This was divided between the sections as follows:

NEW ENGLAND STATES.

1850	$3.948.784
1860	3.996.779
Increase	$47.995

MIDDLE STATES.

1850	$10.734.816
1860	16.874.581
Increase	$6.139.715

WESTERN STATES.

1850	$3.839.987
1860	5.170.984
Increase	$1.340.797

SOUTHERN STATES.

1850	$6.587.930
1860	2.504.362
Decrease	$4.083.568

It will thus be seen that almost the entire increase was in the middle and western States. If the calculation is extended to 1873, at 100 per cent. for the present decade, it will give an aggregate for the year 1869 of $57,093,312 about five-sixths of which is in the same States, thus showing the locality in which this large interest chiefly lies.

So of the coal trade. The value of coal mines in the United States in 1850 was $7,173.750, and in 1860, it was $19,355,765, being an increase of $12,192,015, or 169.9 per cent of the product of 1860 there were 9,398,332 tons of anthracite, of the value of $1,874,574; and 5,775,077 tons of bituminous of the value of $7,491,191. In 1869 there have been about 16,000,000 tons of anthracite coal mined, which at $3.50 per ton, is of the value of $56,000,000. Within the same time there have been mined about 14,000,000 tons of bituminous coal, which, at $2.50 per ton, is of the value of $31,500,000. These present an aggregate of $87,500,000; more than $65,000,000 of which has been produced in the middle and western States.

The progress of material improvements is more accurately estimated by the increase of the mechanical arts, which are its principal agents. In the United States this progress has been so rapid within the last twenty years, as to surprise the whole commercial world; and by taking the last decade, ending in 1870, as the basis of computation, it will appear that it has been far greater in the west than in any other section of the Union. This result will be reached by an estimate of the value of agricultural implements produced; for as agriculture is the basis of all prosperity, it furnishes the most, if not the only reliable rule of calculation. The increase of the value of agricultural implements produced in the New England States, from 1850 to 1860, was 65.8 per cent; in the Middle States 122.2 per cent; while in the *Western States* it was 313.7 per cent. And extending this calculation to the end of the last decade, in 1870, it will be found that this per centage of increase in favor of the west is kept up, if not exceeded. This will show that, although the largest capital is employed in iron manufactories in the Middle States, and the value of their products there are greater than in any other section, this cannot much longer continue. It is a well settled rule, that the nearer the producer and the consumer are brought together, the larger is the profit to each, because, by shortening transportation, capital becomes more active. Hence, it must soon occur, under the controlling influence of the laws of trade, that the necessary amount of capital to produce the agricultural implements demanded by the west, must be drawn to such points of the west as furnish the greatest facilities for transportation and the materials for manufacture. There is no point within any known coal and iron region, situated so near the commercial centre of these States; none other so connected with them by Railroad, as Terre Haute. A circle with Terre Haute as its centre, and Pittsburg upon the line of its circumference, will embrace within it from three-fourths to four-fifths of the population of these States. Considered, therefore, geographically, and with reference to the facilities for manufacturing iron, and of transportation, Terre Haute stands without a rival. It will only require a glance at its position upon the map—in the centre of one of the finest agricultural districts in the world—to show its importance as a point for the manufacture also of agricultural implements, the demand for which is so rapidly and steadily increasing.

The importance of block or splint coal in the manufacture of iron is well understood amongst iron men. A single fact will show this, as it will also show the importance of that which is found in the neighborhood of Terre Haute. There has been recently discovered on the Big Muddy River, in Missouri, about 100 miles south of St. Louis, a bituminous coal bearing a striking resemblance to the block; yet it has been so satisfactorily demonstrated that it is not fully suited for the manufacture of iron, that contracts have already been made for the transportation to Missouri furnaces of large quantities of block coal from the neighborhood of Terre Haute, to be combined with this Big Muddy coal, in the proportion of ¾ of the block to ¼ of the latter. In the absence of the block the Big Muddy coal has to be used with coke, brought from Pittsburg, in the proportion of 3-5 of the former with 2-5 of the latter.

But one other point is necessary to be considered: that is the cost of manufacturing iron at Terre Haute, compared with other places in the

West and South. The truth of the statement already made, that the best iron is made by an admixture of the hematite with the specular and magnetic ores, has been demonstrated at many furnaces. At the furnaces on the Hudson river in New York, from $\frac{2}{3}$ to $\frac{3}{4}$ of hematites are combined with from $\frac{1}{3}$ to $\frac{1}{4}$ of the magnetic or specular ores. About the same proportion of each is used in Berks County, Pennsylvania; on the Chesapeake Bay, near Baltimore; at Pittsburg, and Johnson; and at Youngstown in Ohio. With an inexhaustible supply of limestone for flux in the vicinity of their furnaces, and with hematite ores which can be procured at small cost, the manufacturers of Pittsburg are compelled to transport their specular and magnetic ores from Lake Superior, in order to furnish the best quality of iron. The transportation is about a thousand miles, by water and railroad, and the expense is such that the cost of a tun of pig iron at Pittsburg, made out of these mixed ores, is about $29 50. This cost, there as elsewhere is made up as follows: 1. Expense of ore. 2. Fuel. 3. Flux. 4. Labor at furnace. 5. Interest on capital. 6. Repairs. 7. Superintendence. But ore, fuel and labor are the chief items, and as the cost of the two first depend greatly upon transportation, which varies according to location and convenience of supply, Terre Haute has these advantages over Pittsburg: first in the abundance of block or splint coal; second, in the transportation of specular and magnetic ores from Lake Superior and Missouri; Chicago is now connected by Railroad with Fort Howard, at the head of Green Bay, a distance of *two hundred and forty-two miles*, and when the Railroads from that point to Marquette and to Ontonagon, on Lake Superior, are completed Terre Haute will be, by the Terre Haute and Danville, and the Chicago and Danville Railroads, within about *five hundred* miles of the iron mines of Michigan and those of Wisconsin. Thus the transportation of these ores will be *five hundred* miles less to Terre Haute than they now are to Pittsburg; and if the ores destined for Pittsburg shall also be brought to Chicago by Railroad, then the difference in transportation will be *two hundred and eighty-nine* miles in favor of Terre Haute.

Pig-iron is manufactured exclusively out of the native ores of the Lake Superior region, in the neighborhood of Marquette, in Michigan, but at a cost of $35 00 per tun. But the manufacture is not likely to continue for many years longer, in consequence of the absence of coal, and the disappearance of the timber out of which the furnaces there have been, thus far, supplied with charcoal. This country, therefore, must become almost entirely exporting; furnishing its specular and magnetic ores to different parts of the west.*

The St. Louis, Vandalia and Terre Haute Railroad being completed, May 1, 1870, the distance from Terre Haute to the Iron Mountain in Missouri, is *two hundred and forty-six* miles, and to Pilot Knob *two hundred and fifty-two* miles. And thus the transportation of specular and magnetic iron ores from these points, is *seven hundred and fifty miles* less to Terre Haute than the same ores from Lake Superior to Pittsburg.

These advantages, in the distance of transportation, are of incalculable value, and must enter, very materially, into a calculation of the cost of manufacturing iron, greatly in favor of Terre Haute over Pittsburg. But the former has another advantage over the latter, in its abundant supply of block or splint coal, which will save the expense of coking or charring the bituminous coal of Pittsburg, and by which the

best iron can be made without the presence of phosphorus. Other things, that is the cost of fluxing and of labor, the interest on capital, repairs, and superintendence, being the same at both places, the saving in transportation and in fuel, will enable a tun of iron to be manufactured at Terre Haute for $26 00, or $3 50 less than at Pittsburg. The same may be said of the manufactures of iron at Carondelet, Missouri, where it costs about $28 50 per ton, or $1 00 less than at Pittsburg, and $2 50 more than at Terre Haute. And as these points compare more favorably with Terre Haute than any other point in the west, Terre Haute can have no western rival in these respects.

Nor can it be possible that iron can be manufactured any where in the coal fields of Tennesse, Georgia, or Alabama, as cheaply as at Terre Haute, even though there may be found in those sections an equally abundant supply of Limestone and hematite iron ores. The same advantages over Chattanooga, exist in favor of Terre Haute, in the possession of block or splint coal, and in the transportation of specular and magnetic iron ores, the transportation from the Iron Mountain and Pilot Knob, in Missouri, being more than double what it is to Terre Haute. All other things being equal, as in the case of Pittsburg and Terre Haute, it is not believed that the best iron can be manufactured at Chattanooga for less than $29.50 per ton; the same cost as at Pittsburg; and $3 50 more than at Terre Haute.

In this connection it should be observed that, although there are red and brown hematite iron ores found in that portion of Tennessee which lies west of Nashville, there is no coal with which to manufacture it in any of the sections where it is found. The coal-fields of the West are peculiar in this: that from Pittsburg to the mouth of the Ohio river, the only coal suitable for manufacturing iron is found at Zanesville, Ohio, which cannot be used without coking. Commencing some forty or fifty miles above the mouth of the Tennessee and Cumberland rivers, no coal is found on or near these streams; and the iron ore in that region cannot be manufactured without coal from Chattanooga, which also has to be coked.

It may be confidently asserted, therefore, in view of all the foregoing facts, that there is no point in the United States which combines so many and such decided advantages as Terre Haute, for the manufacture of iron. Capital can, no where else, be more safely and profitably invested. Such investment is invited, not only by its present prosperity, but by the certain promise of a brilliant future.

REAL ESTATE.

There are but few cities of the West, where prospects are better for the profitable investment in landed property, than in Terre Haute.

In no part of the city is property as high in figures as other competing cities of Indiana having less inducements to invest. We have no landed monopoly calculated to run the price of property far up beyond its actual value, nor can we have, as long as we have our beautiful prairie surrounding us on three sides, giving unlimited expansion to our city. There are no rivers or mountains to say to us that you may go so far and no farther; no landed monopolies, who have little or no interest in the welfare of our city, (save that of monied interest) who have become possessed of our surrounings, and say to us" pay *our* prices or we will shut up your avenues of enlargement." But fine and well improved farms on every hand, whose owners are ready and willing (most of them) to dispose of the same at a fair valuation. Each year witnesses some of them being purchased surveyed, building lots marked out, and a city rising upon them. And why this steady growth, and every day investment, much unlike the cities of the East, where a mechanic or laborer cannot afford to invest, consequent upon the inflated price of property. Our prices are so regulated that each, having common industry and energy, may, in a short time, possess a neat little home of his own, full of home comforts, where he may rest unmolested "in the shade of his own fig tree." Our citizens need not be schooled upon these domestic comforts. We claim to be a city of freeholders, with but a very small "floating population." I know of no city where property is more evenly divided among the masses of the people than in Terre Haute, consequently the character of our inhabitants is of a much higher order than in many other sections. The growth of Terre Haute has never been spasmodic, but always steady and healthy. It is said that the population has doubled every eight years, but at the present time, it is growing much faster, owing to the greater development of the mineral deposits, almost at our feet. The greater facilities of our Railroad communications, and the location of various manufacturing establishments among us, such as the Terrre Haute Car Works, Rolling Mills, Blast Furnaces, Machine Shops, Foundries, &c., all of which increases the profit of investment in real estate. Nor has our manufacturing capacity as a city reached its full dimensions. We contend that it has but commenced. It is reasonable to suppose that the next decade may witness us far advanced, perhaps more than thribble our present

number and wealth. Nor is this the mere assertion of one having an interest in our prosperity. Others, of other and competing cities, have spoken the same, or words to that effect, through their public journals.

As citizens, we may differ on minor subjects, but when the interests of Terre Hatte are involved, there is a clear and decided unanimity seldom found in other cities. Witness the following from the Indianapolis *Journal*, speaking of our city pride and public spirit:

"She has less wealth than we have, but her capitalists are thoroughly identified with her interest. They are filled with city pride, and have an unbounded faith in her future, *which may be well founded.* They are, even now, in correspondence with manufacturers abroad, and within a few days, arrangements have been made to build a large rolling mill. The stock was subscribed for on sight, and a few prominent citizens stand ready to advance more capital if necessary."

We are proud to know that we have rivals who are generous enough to speak the truth clearly and without ambiguity. It shows clearly that the spirit of our town is such that we may take no backward steps or fold our arms in indolence, and permit others to reap the rich rewards of manufacturing enterprise, while we are mere spectators. As long as this spirit of enterprise prevails (and it is more clearly identified now than ever before) it is safe to say (judging from the past) that the price of real estate will advance at least twenty per cent. annually. The present value of real estate within the city limits is about $22,000,000.

The rate of city, county, and State taxes, for 1872, was $2 40 on each hundred of assessed valuation, which is not surprising to us, as we have comparatively no city debt upon which to be taxed, upon which to pay principal and interest. Among those who are most prominent of our land owners may be mentioned, Chauncey Rose, the Demming boys, General Charles Cruft, William B. Tuell, W. B. Warren, and the Warren heirs and S. S. Early. It may be proper here to mention those who are our principal Real Estate Agents. They are as follows: C. E. Hosford, W. B. Wharton, Grimes & Royse, M. M. Hickox and George C. Duey.

RAILROADS.

The Terre Haute & Indianapolis Railroad was completed in 1852, consequently is one of the oldest roads in the State. The road has done and is doing an immense amount of business, having two of the largest and most energetic cities of Indiana at each terminal point, it must necessarily, with fair management, prosper. We cannot pass over in silence its great advantages as a *coal road*, passing as it does over the very heart of the block coal deposits, and doing a greater business in shipment of coal than all other roads combined.

It has constructed latteral lines in every direction to operating shafts and furnaces in and near Brazil. Six of which furnaces near the line of this road are in full operation, the most of whose immense amount of freightage is done at reasonable rates by this company alone.

There are —— miles of latteral lines, or more commonly termed switches, to the different mines. This road was built principally by Terre Haute capital and is emphatically a Terre Haute enterprise. The main officers are composed of our citizens, with their headquarters at Terre Haute. Chauncey Rose was elected first President, who declined to serve after the road was completed. W. R. McKeen is the present incumbent. The main line was extended seven miles west of Terre Haute to the State line in 1870 to connect with the

St. Louis, Vandalia & Terre Haute Railroad, which was put in operation through to East St. Louis in 1870, a distance from Indianapolis of 238 miles, running upon almost an air line between its two terminal points. In 1870 it was leased to the Terre Haute & Indianapolis Railroad whose officers still have control of it. It was found by experience that the St. Louis, Alton & Terre Haute Railroad was not sufficient to convey the immense freights from west to east constantly accumulating at St. Louis, consequently the Vandalia route was projected and completed, still there is an accumulation of freights at certain seasons of the year, which difficulty may soon be overcome by the rapidly increasing rolling stock of the road. This road passes through one of the finest wheat and corn sections of Illinois, whose prairie lands cannot be beaten for fertility in any part of the west.

The most of the ores from Iron Mountain for the supply of our blast furnaces pass over this line, it being the shortest and most direct route to St. Louis and the mines. The general offices of this Company are at Terre Haute. The length of the road is 159 miles.

The Indianapolis & St. Louis Railroad—The main line of the I. &

St. L. R. R., is two hundred and sixty-one miles in length. Its course from Indianapolis to St. Louis is a little south of west, passing through, in the western part of Indiana, a heavy timbered country, and a portion of the great *block and bituminous* coal fields. Near Paris, Illinois, it strikes the great prairies of Illinois, and from there to St. Louis, it passes through one of the most magnificent agricultural countries in the Union. Near the station of Lena, twenty-four miles east of Terre Haute, it enters the coal fields, and from there it passes through one continuous bed of coal for over *twenty* miles. Large mines are already open, and others being rapidly completed, so that the coal trade of this road has already grown to be one of its chief freights, although that part of the road from Indianapolis to Terre Haute has only been completed about three years. This road passes through some of the best towns in Indiana and Illinois. Danville, the County Seat of Hendricks county; Greencastle, the County Seat of Putnam county, Indiana; Carbon, situated in the center of the great coal fields, Terre Haute, the County Seat of Vigo county, Indiana; Paris, the County Seat of Edgar county, and Charleston, the County Seat of Coles county, Illinois; Mattoon, at the crossing of the Chicago Branch of the Illinois Central Road, a town of some 8000 inhabitants; Shelbyville, the County Seat of Shelby county; Pana, at the crossing of the Main Branch of the Illinois Central Road; Hillsboro, the County Seat of Montgomery county, Illinois; Litchfield, at the crossing of the T. W. & Western Road.

At Greencastle this road connects with the L. N. A. & Chicago Roads, at Terre Haute with the Evansville & Crawfordsville Road, the Logansport, Crawfordsville & South-western Road, the Evansville, Terre Haute & Chicago Road, and the Cincinnati & Terre Haute Road. At Paris with the Paris & Decatur, and the Paris & Danville Roads; at Mattoon with the Illinois Central Road, and the Mattoon & Sullivan Roads; at Windsor, with the B. & O. Road; at Pana, with the Main Branch of the Illinois Central Road, and the Springfield & Southeastern Road; At Litchfiald with the T. W. & W Road. At Alton Junction, a branch extends to the latter city, and at Edwardsville crossing, it makes connection with the road leading to this town. At Indianapolis and St. Louis it makes close connection with all roads centering to these great Railroad centers. In fact the I. & St. L. is one of the great roads of the West.

Evansville & Crawfordsville—This Railroad passes in nearly a direct line South from Rockville to Evansville, a distance of 132 miles, 23 miles north of Terre Haute, having been leased to the L. C. & S. W. R. R. Company. This road forms a part of the shortest and most direct lines from Chicago to Nashville and the South. This is one of the oldest roads of the State, having been in running order for nineteen years.

Though passing through one of the most fertile sections of the West, with two enterprising and fast growing cities at either terminus, still the agricultural and mineral resources along its line have not, until recently, been sufficiently developed to be of very great benefit to the road, consequently this road (up to a recent period) has been depending mainly on its through traffic from north to south. But within a few years past, towns and villages have sprung up along its course. The praries are being brought under cultivation. The timber is being used for manufacturing purposes, and mining in Sullivan county, through which the road passes, is being carried on extensively. According to the latest reports of the State Geologist for 1870, 130,000 tons of coal was shipped over this road annually.

The amount for the last year has been at least one-third more. There are five seams of coal underlying the county, varying from two to nine feet in thickness. It is more commonly termed the *hard* or *stone* coal. It is said to be fully equal to the Pittsburg coal for the manufacture of gas, &c. There is but very little dust arising from its burning. Its average weight per cubic foot, is 80.06 lbs. It will be readily seen that the prospects of this road are good by a perusal of the last reports.

The increase over expenditures for the last year (1872) was $86,609 30. The rolling stock is in good condition. The officers of the road are as follows:

John Ingle, President; E. M. Martin, Secretary and Treasurer; L. Pearson, Superintendant; C. C. Genung, Civil Enginer and Paymaster. General offices at Evansville.

Evansville, Terre Haute & Chicago Railroad was completed early in 1871, and from that time up to the present, has been in successful operation. As a coal road to the great metropolis of the west, "Chicago," this road has no lines to compete with it. Witness the language of Prof. Cox, State Geologist, while speaking of the coal deposits of Sullivan county: "Sullivan county is rich in valuable coal beds, and the recent opening of the *Evansville, Terre Haute & Chicago Railroad* will furnish a good market. Josephus Collett, Jr., the energetic President of this road, is determined that it shall be one of the greatest coal roads in the country. Together with connecting roads, it has a supply of nine hundred coal cars to start with. Three shafts in Sullivan county are doing a fine business; two mines have been opened in Vermillion county, which together with the above, and the block coal mines of Clay county, already furnish about one thousand tons per diem on this road alone. This rate of freightage will rapidly increase as the coal becomes known;" which prediction is fast being realized. The general offices are at Terre Haute. Josephus Collett, Jr., President.

The Logansport, Crawfordsville & Southwestern Railroad terminates at this point, and is built upon an air

line from Logansport to Rockville and from thence to Terre Haute. From north eastern to the south west this road has many advantages, having no competing or parallel lines to reduce its freights or profits. It is a comparatively new road, having been completed in 1872. The rich section of country through which it passes is a sufficient guarantee of its progress, not only rich in agricultural products but in minerals also. At Rockville it passes over the northern terminus of the celebrated block coal deposits of Indiana, having branch lines, commonly termed switches, running in different directions to the various mines along or near the main line. The road since August last has shipped over its line 37,500 tons of coal, to different points including Lafayette, Logansport, Terre Haute, Toledo, Chicago and north eastern Indiana. The demand is still increasing with the increased capacity of the road.

For Locomotive and fuel use it is said that the coals obtained on the line of this road are of a superior quality, as well as for smelting purposes, being of a free-burning, non-sulphurous, bituminous quality, specially adapted in its raw state for the manufacture of pig iron. This line is the only one penetrating this coal field from a north easterly direction, and must necessarily supply that section with fuel. Aside from this the road passes through some of the best timbered lands of the State, from which Chicago, Logansport, Cincinnati, Lafayette, Ft. Wayne and Indianapolis are drawing largely for their supplies of Poplar and Oak, while millions of feet of *Black Walnut* have been shipped to the above named points since the completion of the road.

The rolling stock of the road consists of 300 cars of the latest pattern and 8 engines peculiarly adapted for fast time on all passenger trains, and the transportation of heavy freights and freight trains. The length of the road is 115 miles, passing through sections of Cass, Carroll, Clinton, Boone, Montgomery, Parke and Vigo, whose total valuation is over $60,000,000.

The managers of this road have spared nothing to bring it up to a first-class standard. The road is new and well built, and the great amount of business alone would argue that by continued good management the company cannot fail to improve in a financial point of view as well as otherwise.

The officers of the road are as follows: W. P. Cutler, President; John Lee, Vice President; E. C. Dawes, General Superintendent; McLene Doherty; Assistant Superintendent; J. E. McGettigan, Auditor, General Freight and Ticket Agent.

Paris & Decatur Railroad.—The Paris & Decatur Railroad was chartered July 18, 1861, at the instance of Chauncey Rose. The war then already being in progress caused a temporary suspension of operations. Consequently the enterprise remained in suspension until July 10, 1869, when the present managers com-

menced earnestly to construct it. The whole line was completed during the fore part of last year, (1872,) and is now in a good running condition. As soon as the road was completed, arrangements were made with the I. & St. L. R. R. by which trains are run, without change, between this city and Decatur, Ill. The general offices are at Paris, Ill.

The Cincinnati & Terre Haute Railroad Company was organized in 1871, electing Alferd Pleasanton, President; C. F. Betts, Secretary; M. P. Wood, General Superintendent. The city of Terre Haute, in view of the great utility of a direct line to Cincinnati, and the opening to commerce of the rich mines of coal and stone (the latter for building purposes) along the route of this road, subscribed to the stock of the same $100,000.

The road has been completed and in running order as far as Middlebury, Clay county, (25 miles from Terre Haute,) and is graded ready for iron ten miles beyond, bringing it within seven miles only of Farmer's Station, where will be the crossing of the Indianapolis & Vincennes Railroad. The middle division of the road is graded ten miles east of Greensborough, Ind. It is intended that during the coming season to close the gap between the eastern and western divisions, making a total length of the road *completed* and in running order 42 miles. The line of the road from Greensborough to Cincinnati (59 miles) will not be commenced the present season, but a running arrangement will be entered into between the Cincinnati & Terre Haute and the Indianapolis, Cincinnati & Lafayette roads whereby Cincinnati may be reached in advance of the completion of the eartern end of the road to that city. The Cincinnati & Terre Haute road passes over some of the richest and most valuable coal deposits of Indiana, and must ere long be one of our best coal roads. It also passes through one of the finest sections of country in the State.

The general offices are at Terre Haute.

The Terre Haute & Southwestern Railroad Company.—This road is now in process of construction. We claim this road also to be wholly a Terre Haute enterprise, having been organized by a few of our leading citizens in 1871, who foresaw that the rapid development of our mineral deposits, and the erection of blast furnaces so near to us, demanded that there be a road built to connect us by a shorter route with the superior iron ore deposits of Missouri. Consequently the T. H. & S. W. R. R., was projected, and company organized, electing W. B. Tuell President. One hundred and fifty thousand dollars was subscribed to the stock by the city; the road to be constructed as direct as may be from Terre Haute, in a Southwesterly direction, to a point on the Mississippi river, opposite the Iron Mountain, Missouri; the whole length of the road to be 175 miles. The most of the road bed has already been completed. It is the design of the managers of this road to have

the same completed in about one year from the present writing. When in running operation it will be one of the most important roads in the country to the iron manufacturers of Indiana. The general offices are at Terre Haute.

DOWLING HALL.

Previous to 1864, the city had been much in need of a public hall of convenient size, and of sufficient capacity to meet the growing demands and wants of the city.

There were many complaints, and a considerable amount of canvassing among business circles to devise ways and means to meet this necessity. None, however, were satisfactory. To stop further controversy, and to meet these demands, our old and much respected citizen, Col. Thomas Dowling, stepped forward with sufficiet capital and public spirit, and built the present building, at a cost of sixty thousand dollars.

The hall is large and commodious. being 60x140 feet, and adorned with appropriate paintings and statuary, having a capacity of seating twelve hundred people, and is the only place appropriate for amusements and public gatherings in the city, save that of the Opera House. It is situated near the center of the city, and is popular for the purposes for which it was built. Our citizens have an especial pride in the possession of this fine hall, and no less a respect for the gentleman who built it, whose name it bears.

CITY OFFICERS.

ARE

Alexander Thomas, Mayor.
Fred Schwingrouber, Clerk.
John Paddock, Treasurer.
Fred Schmidt, Marshal.
James O'Mara, Deputy Marshal.
Richard Strout, City Engineer.
W. W. Rumsey, City Attorney.
Wash Paddock, City Assessor.
Wm. VanBrunt, Chief Engineer Fire Department.
George W. Shewmaker, Chief of Police.

Councilmen—First Ward, Michael Byres, F. C. Crawford; Second Ward, P. Milligan, S. T. Reese; Third Ward, W. F. Otte, J. R. Whitaker; Fourth Ward, E. M. Gilman, M. Bridenthal; Fifth Ward, J. W. Miller, Wm. S. Clift.

POLICE.

We have as fine a body of Police as ever need guard a city, all strong, able-bodied men, men of intelligence, as well as courage and boldness, occupying a position as they do, which requires judgment as well as resolution. The City Council needs much credit in the selection. We may rest assured, that as long as such selections are made, that the city may not be troubled with lawless violence.

COUNTY OFFICES,

Are filled by the following gentlemen:

Joseph H. Blake, Lewis L. Weeks, Nathan Balding, Commissioners.
Martin Hollinger, Clerk.
Samuel Royse, Aditor.
James M. Sankey, Treasurer.
Joshua M. Hull, Sheriff.
John B. Myers, Recorder.
William D. Mull, Coroner.
Alexander Cooper Surveyor.
Geo. W. Carrico, Land Appraiser.

CITY NEWSPAPERS.

Terre Haute Daily and Weekly Express.—The Weekly Express was established by Col. Thos. Dowling on the 13th of December, 1841. On the 12th of February, 1845, he sold the paper to D. S. Danaldson, Esq., by whom the Daily was established on the 12th of May, 1851. On the 9th of November, 1853, Mr. Danaldson was succeeded by Messrs. J. B. L. and Moses Soule. The latter soon assumed sole proprietorship, and, on the 14th of September, 1855, sold to Col. R. N. Hudson. On the 28th of January, 1861, Gen. Chas. Cruft succeeded Col. Hudson as proprietor. On the 15th of April, 1872, General Cruft sold the paper to the present proprietors, the Terre Haute Express Printing Company. This is the leading newspaper of Western Indiana.

Terre Haute Daily and Weekly Journal.—This valuable Democratic sheet was established in September, 1848, as a weekly, by Samuel Farley, now dead, and W. B. Baker, now publisher of a prominent St. Louis paper. After giving it a fair start in life, Mr. Baker sold his interest to a Mr. Bentley, and the firm was Bentley & Farley. In a short time Farley sold to Wm. Moore, now editor of the Paris Beacon and Blade. Bentley sold to Wm. E. McLean, our popular and well-known Col. McLean, who again sold his interest to Col. Cookerly. In 1856 James B. Edmunds, one of the present proprietors, purchased the interest of Moore, and shortly after withdrew,

leaving Col. Cookerly sole proprietor. In 1864 a stock company was formed under the title of "The Terre Haute Printing and Publishing Association." Mr. John S. Jordan, in 1865, purchased the whole concern, and in the fall of 1866 sold a half interest to James B. Edmunds, and the firm is now Edmunds & Jordan, by whom the paper is published as a Daily and Weekly. Its present condition is most flourishing, and so much have the proprietors been encouraged that they have added steam presses and an entire new stock of job and newspaper type, and under their present arrangements are prepared to furnish a first-class paper, equal to any in the State.

Terre Haute Daily and Weekly Gazette.—Among the comparatively new institutions of the city is the Gazette newspaper, established about four years ago by C. W. Brown & Co., as a Saturday Evening paper. It became an assured success immediately. In its second year the proprietorship changed, Hudson & Rose purchasing of C. W. Brown & Co., and establishing an evening edition in connection with the Weekly issue, also changing the day of publication, for the weekly edition, from Saturday to Thursday.

On the 1st of November, 1872, the present proprietors and editors, Ball & Dickerson, purchased the newspaper of Hudson & Rose, and made it independent—not neutral—in politics. Under its present management it aims to give all sides of every question, national, state and local; its object is news; its purpose to be a mirror, wherein all events shall be reflected. In size and make-up the Daily Gazette is a handsome sheet, 22x32, and is sold to subscribers at the popular price of 10 cents per week.

The Weekly Gazette is in quarto form, and 30½x47 in size—the largest newspaper in the State of Indiana. The price of this, too, is cheap, being only $1 50 per year. The Gazette is worthy of the enterprising city in which it is located.

The Saturday Evening Mail, founded by Major O. J. Smith, in July, 1870, was transferred to the present proprietor, P. S. Westfall, March 1st, 1872. From its very outset its peculiar features have caused it an extraordinary circulation, and this circulatian has steadily grown with the city, and as the paper became known in the surrounding towns and country, until its circulation is now more than that of any other paper published in this city.

It is an eight-page publication, neatly printed on good paper, great care being taken in its press work and typographical execution, and in this respect it is highly creditable to the city. Its pages contain the choicest short stories, the current news of the day, spicy paragraphs, and epitome of the city news, personals, etc. In the general preparation of the paper it seems to be the aim of the editor to keep out of the track of the daily papers, and in this he is highly successful.

The well-filled advertising columns show that the business men of the city, and also foreign dealers appreciate its value as an advertising medium. Over one hundred newsboys engage in its sale each Saturday afternoon, and the vicinity of the Mail Office, No. 3 South Fifth street, from two to five o'clock on each Saturday, presents quite a metropolitan scene. The paper is also sold by newsboys in the surrounding towns.

DESCRIPTION OF THE NEW COURT HOUSE.

BY J. A. VRYDAGH, ARCHITECT.

The main form of the Court House plan is a rectangle 68x135 feet, the long side facing east. The ends of the rectangle are flanked with wings 17 feet 6x29 feet 0," giving the north and south a frontage of 103 feet. These wings form recesses to the east and west, 176 feet 6 inches deep.

The house has four entrances, upon halls 18 feet wide, running north and south, east and west, intersecting at the center and forming a rotunda 32 feet in diameter, upon which the Auditor, Clerk, Treasurer and Sheriff have entrance doors to their offices. In the center of this rotunda, a fountain to furnish water to offices and court, will be located.

The Auditor has one room 53 feet 6x22 feet 6, and another 15x24 feet. The Clerk has exactly the same rooms.

The Treasurer and Recorder each have one room 21 6x31 feet, and another 15x24 feet.

The Sheriff and Surrogate offices each are 21 6x22 feet 0. These various offices, with halls and stairways, complete the first story.

No provision of fire-proof vaults is made, as they are liable not to be used when the increase of population causes papers and records to grow beyond their capacity; and also because records will mould in the vaults, and insensibly decay in a short period of time. The whole of the first story is to be made absolutely fire-proof, as hereinafter explained.

The stairways are located near the north and south entrances, and are designed to be of stone, iron and brick. These stairs, being near the outside doors, will facilitate the access to and exit from the second and third story without inconvenience to the offices of the first floor.

The court rooms, three in number, are located on the second floor. The largest, 34x40 feet, with a large gallery in the third story, will seat 450 persons, and will admit of 1000 people in its walls.

The two other court rooms are about 30x40 and have a small gallery —also in the third story. Their capacity, each, is of 100 persons in excess of the present criminal court room. One of these small court

rooms is intended for the criminal court; the other for the circuit court, surrogate and even commissioners' court. The large court room is to be used in all cases assembling large concourses of people.

Each of the small court rooms has a jury room 19x21 feet, and witness room 8x21 feet.

The large court room has a jury room 16x22 feet, two witness rooms 8x17 feet, four lawyer consultation rooms 11x17 feet, and a lawyers' library 19x21 feet.

The height of the court rooms embraces the second and third stories. Hence the location of the galleries in the latter. Besides, ceilings, galleries, halls and stairways, this story has four rooms which may be occupied for extra witness rooms. Janitors' room, and store room of extra furnature, and lumber rooms.

Each stairway communicates with all parts of the second and third, although the communication may be cut off by doors in halls, if the courts so desire.

The usage of basement is limited to the steam pipes and water closets.

The external height of walls is 58 feet, the top of roof 72 feet, the top of cupola 142 feet, and top of flag staff 160 feet. A Belvedere or look out surmounts the dome of cupola.

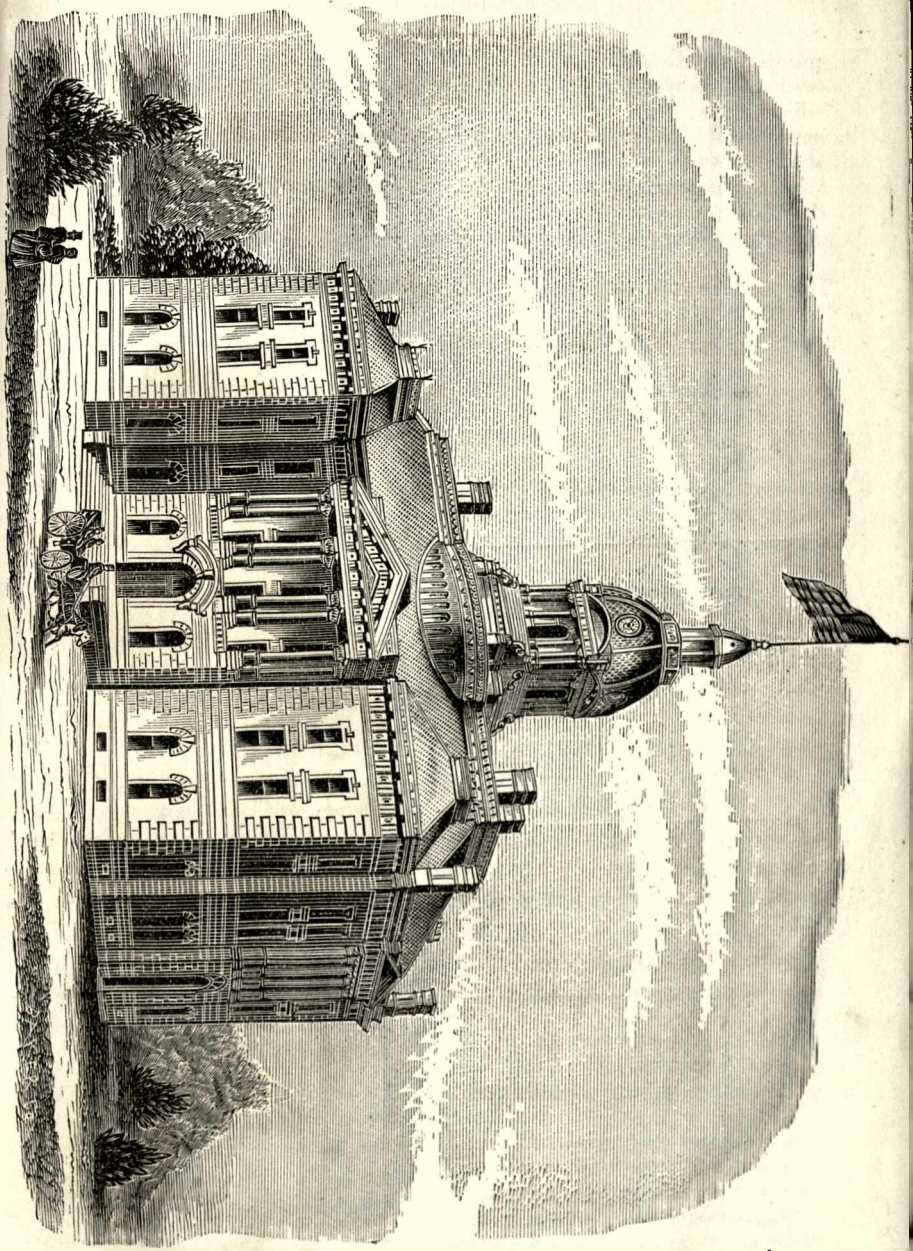
The fire-proof construction referred to, commences with the basement, being made exclusively of stone and brick. Iron is used only as grates to windows. This entire basement will be arched with brick and leveled with concrete for the reception of the first floor.

The first floor is made of stone, brick and iron; the latter and former material not within range of fire. This entrance story is also arched with brick. To give this arching strength, the width of the room is divided by supports of iron to reduce the lateral pressure upon the walls.

Upon these first story arches is spread a concrete of gravel and mortar, leveled with a course of brick on edge, laid in cement. Upon this, a trellis of iron $\frac{1}{8}$x$1\frac{1}{2}$ in. riveted at 12 in. from centers, and anchoring the building. Then another layer of concrete, and a course of brick—(the latter to receive the floors.) This construction completes the fire-proof shell; its total thickness at the apex of the arches is three feet over offices, and twenty-one inches over halls, growing thicker toward the spring of the arches. The object of this heavy work is to protect the first story against the upper part of the building, which is not fire-proof. Roof trusses, especially when loaded with cupola are apt to destroy walls and floors below, even if they are made with iron girders, filled with brick arching, concrete fillings or any of the patent fire-proof iron combinations. The mode of construction proposed is by far the cheapest, and cannot be surpassed as a protection for the records against a conbustible superstructure.

This fire-proof shell is also water proof. If so desired—when the structure has reached the second floor line—the first story may be completed, and the offices and records at once put in a safe place with a small outlay of money. This may be done one year after the letting of contract, while the construction above may be kept on without interruption till final completion, and all without hindrances either to mechanics, public or officials.

The next protection against fire are the stone cornices and stone roof gutters. The laying of slating in mortar, and the doubling, or building of an inner jacket of galvanized iron to cresting, crown molds, and the entire cupola, to form a continual current of cold air between



Court House, Vigo County,

AS ADOPTED BY COUNTY COMMISSIONERS—J. A. Vrydagh, Architect

sheets of iron to prevent the wood work of roof and cupola from igniting by a conflagration around the square. As a further protection against this last danger revolving iron shutters will be hung to all windows. And finally the steam boilers, coal bunkers and smoke-stack of the heating apparatus will be located upon the rear of the present jail lot, and the steam to warm the Court House, brought underground in a brick duct, avoiding all danger of explosion and the fire, and also the blackening of the building with the coal soot of the heating apparatus.

To allow of the expansion and contraction of steam and return pipes running five hundred feet, under ground—they will be laid upon cast iron rolling sockets. Flues for stoves are provided for all rooms. The steam warming of the building will be almost entirely by direct radiation, leaving each room independent from another. The warming by convection will be sparingly used—while the introduction of cold air and the ventilation, are abundantly provided—especially in the court rooms.

The exterior of the building will be of Elletsville stone, the roof slate, and galvanized iron to the cupola and crests.

The style of the building is of plain and substantial modern classics, such as is used in many European public buildings. The basement and first story are heavily rusticated, and form the base of the Doric order, embracing the second and third story.

The total expenditures are estimated at $250,000.

EXPLANATORY.

The question may be asked, why are individual busines houses and firms represented in these pages, which question may be answered, that as the proprietors of these houses have taken a great interest in aiding the publisher to publish this little volume, and have contributed liberally to its support, that it is but a matter of courtesy on the part of the author to speak of them and their business.

In doing so I have endeavored to represent them, not by way of *advertisement*, but by way of short sketches of the business transactions of a few of our leading houses, showing to the world that our first-class houses are not second in grade to any city of Indiana or the West, (excepting a few of the larger cities, only.) In mentioning them there has been three objects in view:

1st. To *individually* (aside from a public interest) interest them to in a thorough, systamatic manner, distribute this work to their *patrons*, as well as friends; that they (their patrons) may know of the estimate that we place upon the houses of their patronage.

2d. To better show up in a *Terre Haute* point of view some of our leading business and manufacturing houses.

3d. That as a city we are altogether dependant upon the business tact and energy, or in other words, *life* and *vigor* of our business community; and a short sketch of their advancement and prosperity may not prove uninteresting to the people at large, and be conductive to the best interests of Terre Haute.

WHOLESALE GROCERIES.

HULMAN & COX.

The consolidation of the two large and well-known Wholesale Grocery and Liquor houses of H. Hulman, and R. S. Cox & Son gives to our city the largest house of the kind in the West. A short sketch of the two houses composing the present firm of Hulman & Cox will not be uninteresting to our readers. In 1850 Messrs. John B. Ludowici and F. T. Hulman commenced business as wholesale grocers and liquor dealers, under the firm name of Ludowici & Hulman, on the west side of the public square, afterwards moving to "Phœnix Row" on Main street, between Third and Fourth. In 1853 the firm was dissolved, Mr. F. T. Hulman taking the business and opening in the small frame building, lately occupied by Miss M. A. Raridon as a Millinery Store, and on the site of the new Opera House, near the corner of Main and Fourth streets. Mr. Hulman rapidly built a large business, the increase of which necessitated a more commodious store room, and in 1854 he moved into "Warren's Block" on the south side of Main street, between Third and Fourth. In 1856 he again moved to the large building on the corner of Main and Fifth streets, which is now occupied by the new firm. In 1858 Mr. F. T. Hulman went down on the ill-fated Steamer Austria while returning from a short visit to his native land —Germany. He was succeeded in business by H. Hulman, who has since conducted the constantly growing business of the house, and by his superior business qualifications and enterprise has made his house one of the very first in the West.

The old house of R. S. Cox & Son was a branch of the Cincinnati house of the same firm, and was established in this city in 1854. R. S. Cox, Sen., of Cincinnati, was financial manager until his death in 1864. The first location of this house in this city was in the Stewart House building on Main street between First and Second streets, from which place it was moved in 1856 to Groverman & Bourne's old stand on the north side of the public square. The increasing business of the house demanded more room and a few years ago it was moved to Nos. 148 and 150 Main street between Fifth and Sixth, where it remained until the consolidation. Mr. R. S. Cox, Jr., has been the managing partner in this city since the first establishment of the house here, and by untiring energy and close attention to business has built up one of the largest trades in the Wabash Valley. From the first year of business in this city each of these houses have added largely each year to their business, and have increased their facilities for trade, both local and throughout the surrounding country of Indiana and Illinois.

By consolidating these two large establishments, they are enabled to greatly increase their facilities and to make a material reduction in expenses, which will enable them to supply the trade at lower rates than any other house in this part of the West. The building now occupied by the new firm is on the corner of

Main and Fifth streets; is three stories high; fifty-three feet wide by 142 long; in addition to which are the large rooms in Mr. Hulman's new building on Fifth street which will be occupied, and which are connected with the main building. This is the largest wholesale grocery and liquor house in the West, and under the present management will increase in strength and prosperity as rapidly as have the two old houses of which it is composed.

It seems almost superfluous to speak, *personally* of the gentlemen composing this firm. They are known to our people and the business public as men of the strictest business integrity and most extended experience. They are men who in their own advancement have at heart, the interest of the city, and have done much to add to the prosperity of Terre Haute. We have no better citizens, no more public spirited men than Messrs. Hulman & Cox. Both gentlemen give their personal and unceasing attention to the business of the house, and are assisted by an efficient corps of clerks, all of whom have had long and thorough training in their duties.

Terre Haute can now boast of the largest and most complete house of this kind in the West, and well may our people be proud of the well established house of Hulman & Cox.

BEMENT & CO.

Bement & Co., wholesale grocers and dealers in teas, tobaccos, cigars, etc., corner of Sixth and Main streets, is one of our old and well established houses. The reputation of this firm is wide-spread, ranking the members among our first-class business men, who by their enterprise have raised Terre Haute to its present importance as a commercial center and prominent city of the State.

BOWSER & JOHNSON.

Bowser & Johnson, wholesale grocers and liquor dealers, Nos. 1 and 2 Dowling Hall. This house is one of the four large establishments, in their line, in Terre Haute, devoted exclusively to the wholesale trade. They are agents for the "Golden Gate California Wines," and keep a full assortment and large stock of goods, and do an extensive business. It is to be doubted if any city in the West, of the size of Terre Haute, does a larger business in the wholesale grocery trade. Of this trade Messrs. B. & J. merit and receive their full share.

WHOLESALE DRY GOODS.

The well-known Dry Goods firm of Tuell, Ripley & Deming have recently fitted up, in superb style, one of the largest store rooms in the State, at No. 168 Main street, and have filled the same to overflowing with the very best and most complete stock and assortments of goods known to the wholesale trade. This enterprising house is an honor to our city, and its establishment must prove convenient and beneficial to the retail merchants of the surrounding country. The reputation of this house is second to none in this State, guarded as it is by men of strict integrity and financial ability. They will hereafter devote their whole attention to the jobbing business, having recently disposed of their retail house, which up to the 1st of the present year was conducted in connection with the wholesale trade. Orders from all parts of the West are promptly filled at New York prices, thereby disposing with the necessity of the purchaser to make his semi-annual visits to the great metropolis in quest of merchandise, when the same may be procured almost at home, at the same cost, less *time* and *cost* of transportation. Call on them and look at their stock which alone is well worth your time and trouble.

RETAIL DRY GOODS.

BUCKEYE CASH STORE.

W. S. Ryce & Co., Proprietors. This is one of the oldest established Dry Goods Houses in the city. For the past three years the business has been conducted in the elegant double store room in Beache's Block, on the S. E. corner of Main and Sixth streets. Occupying the finest salesroom and the best location in the city for retail trade, it is not surprising that it holds such a prominent place in popular favor. The appointments of this house are *first-class* in every respect, and not excelled for convenience, elegance, variety and adoption to the wants of the people, by any similar establishment in the West.

FOSTER BROTHERS.

Dealers in Dry Goods, Carpets, &c., have one of the most extensive establishments in this city. By enterprise and attention to business this firm has, in three years time, become widely known, and has attained a leading position among our business houses. They have also a store in New York City, one at Evansville, one at Fort Wayne and

one at Grand Rapids, Michigan, at all of which places they do a thriving business, steadily increasing their already heavy stocks, although the gentlemen having the management of the house in this city, are not our oldest residents, still we are pleased to affirm that none have proved themselves to take a greater interest in the general welfare of our city, and none of our merchants have a greater claim for patronage than the Foster Brothers, backed up by fair and square dealing.

WILSON BROS. & HUNLEY.

The Dry Goods Firm of Wilson Bros. & Hunley are successors to the firm of Tuell, Ripley & Deming. (the latter having recently established a wholesale house.) The present firm have not only purchased the goods of the former, but also their good will and patronage. Therefore, although the present firm was formed but recently, the house itself is old and well established. The present proprietors have had an experience in the sale of dry goods, respectively, of twenty and thirty years, consequently know well how to conduct a mercantile establishment to meet all of the wants and requirements of their patrons and the public. The house stands among the first rank of dry goods houses of our city, having a splendid assortment of all grades belonging to their line constantly on hand. They are determined that no house in the city shall undersell them; also having a large patronage, they are enabled to place their figures on goods at the most reasonable rates. House on the corner of Fifth and Main.

CARPET HALL.

Ryce's Carpet Hall, No. 77 Main street, is exclusively devoted to the sale of Carpets, Wall Paper, Window Shades, Oil Cloths, and other house furnishing goods, such as Damasks, Lace Curtains, Ottomans, Hassacks, Mattings and general upholstery. The success of this establishment has demonstrated its necessity in our city. It has been achieved through tireless attention to business and a thorough appreciation of the wants of their customers. They manufacture window shades to order, giving special attention to large and odd sizes for stores and offices. These goods are elegantly lettered and ornamented. To strangers visiting the city this establishment will repay the time for a visit, and prices are always put so low as to defy competition. Mr. Edward Wamsley, long connected with the house, is now one of the proprietors, and he will continue to devote his time to the business. With unusual facilities for the purchase of goods, and ample capital and brains to conduct the business, Ryce's Carpet Hall is secure as one of the prominet institutions of the Prairie City.

HOBERG, ROOT & CO.

(GREAT HEADQUARTERS FOR DRY GOODS.)

SUCCESSORS TO WARREN, HOBERG & CO.,

Wholesale and retail dealers in Shawls, Cloaks, Dress Goods, Silks, Woolens, Bleached and Brown Muslins, Calicoes, Notions, Hosiery Gloves, etc., etc., occupy the basement and first floor of the corner room of the Opera House. Centrally located, with every facility for doing a large business, they defy all competition, either in price, quality or style. Mr. L. B. Root is constantly in New York buying goods for this and other Western houses. Being a Western merchant of long experience, his knowledge of the wants of the people are unsurpassed, and their stock always complete. Mr. Hoberg has grown up with the business, having been connected with the same for the past fourteen years. His eminent business qualities is a certainty of the future success of this, one of the best Dry Goods Houses in the State.